Appendix 26
Written Comments Received on the DEIS

Roosevelt Island Community Coalition
RICC
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Co-chairs: Jonathan Kalkin, Ellen Polivy; Board: Judy Buck, Christina Delfico, Linda Heimer, Matthew Katz, Mark Lyon, Joyce Mincheff, Ilonka Salisbury

Mr. Matt Mason
Vice President, Planning
NYC Economic Development Corporation
110 William Street
New York, NY 10038

DELIVERED BY HAND

February 17, 2013

Dear Mr. Mason:

The Roosevelt Island Community Coalition (RICC) respectfully requests your review of the attached documents concerning the construction of Cornell NYC Tech on Roosevelt Island.

1. The Roosevelt Island community's written response to Cornell's DEIS

2. RICC's letter-response to queries posed by the City Planning Commission at the Cornell development hearing, February 6th, 2013

3. Testimonies from RICC, Island residents, and other concerned individuals presented at the February 6th City Planning Commission hearing on the Cornell development

RICC represents 35 Roosevelt Island organizations, including the Roosevelt Island Residents Association, and was formed in order to provide a coherent voice for concerns about the development of the Cornell complex in a small community that exists without the financial support of New York City or New York State.

RICC membership drafted a term sheet, met with City Council Member Jessica Lappin, the Office of Borough President Scott Stringer and representatives of Cornell University, and appeared at Community Board 8 meetings and the City Planning Commission.

In reading Cornell's DEIS, we found many assumptions that are false, among them:

- That the construction of a world-class institution, and the arrival of commercial partners, will not "significantly impact" the housing, traffic, parking, pollution, population, operating expenses, transportation, security, and schools of Roosevelt Island

- That the arrival of a heavy truck approximately every 7 minutes (Chapter 20, DEIS) transporting construction materials across Roosevelt Island's one bridge, down its one ramp, and through its one street, is acceptable

- That "no feasible mitigation measures" is an adequate response to problems that could significantly damage Island life

Please note: Breaking with traditional sequence, the first section of our DEIS response is a reply to Chapter 20: Construction, and was written by cost engineer and Island resident Adek Apfelbaum.

The Roosevelt Island Community is not attempting to prevent the development of the Cornell complex. We simply wish to survive its 25-year construction with health and security intact.

Thank you for considering our urgent concerns.

Sincerely,

Ellen Polivy
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Co-chairs, Roosevelt Island Community Coalition
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Roosevelt Island Community Response
to Cornell NYC Tech Draft Environmental Impact Statement

The following responses were generated by the Roosevelt Island Community Coalition (RICC) and concerned Island residents

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To: City Planning Commission
From: Adek Apfelbaum

Re: The Cornell NYC Tech Complex

Date: February 2, 2013

As a Construction Consultant and Cost Engineer for almost 60 years, I hereby confirm that I am totally IN FAVOR of the Project, with few but very important conditions and reservations which I have reported on several occasions. The horror stories one hears about Construction planning and budgeting are all true. Any major Project is subject "Murphy's Law." We, the Island residents, wish to minimize management-created mistakes by working with Cornell and pointing out flaws in the early stages of planning. I offer to supply Cornell my many years of Construction Experience to lubricate the Construction Process for the good and safety of the Island's Residents and the progress of this monumental Complex. Those of us who understand the complexity of such an undertaking wish to realize this grand Plan for our City in a cooperative, not confrontational spirit.

Accordingly, when my neighbor, Ms. April Ward, asked me help her review the construction Impact Statement; I agreed if she took on part of this task. She did and I publicly thank her for it. My attention turned to several major flaws in Cornell's Plan. The most and detrimental part of their envisioned process stood out more than others.

First Observation:
Firstly, this Complex will require 300,000 to 500,000 CY of ready mix (2,100,000 SF:3= CF:27 =cy PLUS 50 T0 58% for footings and columns =+/-300,000CY). Logically, shipping ready-mix, which is mostly water, to an island is counter- productive. No allowance was found for returned (rejected) truck loads or traffic problems. Also, no allowance is provided for the long term damage to the bridge, our only street, project delays and danger to walking elderly and disabled. We have repeatedly suggested to Cornell that they follow the trend of The US Army Corps of Engineers to minimize diesel pollution, traffic tie-ups and vibration damage by setting up a temporary Batch Plant and import raw materials on barges. This simple process will eliminate many of our concerns and benefit the Project by having a steady supply of concrete. Barging of raw materials is totally feasible and absolutely mandatory. The argument that the run off is environmentally damaging is totally untrue; a containment, gunite ring, is standard and, if concrete saturated water is dangerous (an argument often presented), then no foundation could ever be put in place. The idea to put a mixing plant will eliminate many of our concerns and would benefit the construction process. This suggestion is "being considered" but apparently not too seriously. We have yet to get a commitment that it is part of the revisions to Cornell's

approach. Barging of raw materials will benefit the project and the Islanders' expressed concerns. It will:

a) eliminate traffic congestion/pollution
b) eliminate long-term damage to the Island's access
c) avoid potential traffic accidents.

Second Observation:
To be able to correctly predict time and sequencing, one must create a C.P.M. sequential schedule based on the Critical Path Method and include contingencies for unforeseen conditions. A commonly used program for this purpose is "Primavera". Again, this writer can assist if Cornell wishes.

Third Observation:
The RICC group which the Islanders organized needs to have a direct involvement in the development of the final Design. That involvement must include participation in the planning meetings and ability to suggest acceptable management solutions.

Fourth Observation:
The Cornell Planners, with our input, must assure that the Plans and Specs are complete, leaving the Contractor(s) little room for self-serving interpretations.

Fifth Observation:
During construction, Cornell should allow periodic site inspections by the RICC to assure that all promises are being honored.

Sixth Observation:
The Islanders would like to insure, by virtue of their input, that all construction Contractors are bound by the General Conditions to be environmentally responsible and may not take short cuts. Accordingly, RICC wishes to have access to the written agreements with the Contractor(s) and sub-contractors and be able to provide assistance to Cornell in Change Order reviews and negotiations. Budget allocation and Cost Control is a very important factor in Project Planning.

We, the Islanders, have an interest in assuring that the cost implications are scrutinized and, therefore, offer our assistance with Change Order reviews and negotiations. Budget allocation and Cost Control is still a very important factor in project planning. The Islanders have a vested interest in assuring that the cost implications are scrutinized. And, therefore, must participate in every aspect of the planning and execution of the Complex.

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CHAPTER 1: PROJECT DESCRIPTION (Summary)

Overview:

Cornell NYC Tech seeking approvals for development of applied science and engineering campus on Roosevelt Island. Includes disposition of City owned property and approval of lease and sale terms; modification of RIOC lease with City; amendment of NYC Health and Hospitals operating agreements; zoning map and text amendments and City map amendment. Will create "Special District" for mixed residential, retail, and other commercial academic and research and development use; establish public open areas, encourage alternative forms of transportation by eliminating required parking and capping permitted parking. Buildings to include Executive Education Center with hotel and conference facilities; corporate co-location buildings, and approximately 10,000 square feet of retail, including cafes, restaurant, newsstands, and bookstores.

Reader Response:
Cornell must contribute to Roosevelt Island upkeep: they are getting the gift of free land from New York City, tax abatement, rental fees from co-location partners, and tuition fees. Roosevelt Island is alone: unsupported by City or State funds. Cornell is using the Island and should help support it.

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CHAPTER 2: LAND USE AND ZONING

Overview:
Rezoning is necessary to permit some of the uses (including hotel, retail and office space) intended as part of the project. Proposed rezoning allows for the reduction in required parking spaces provided in existing zoning.

Discussion:
Non-trivial portions of RIOC-leased properties will be rezoned and used for this project. Roosevelt Island Community Coalition should require that RIOC receive adequate compensation for same.

The document recognizes that Island's General Development Plan must be amended if Goldwater is no longer needed for hospital purposes, but ignores the broad outline for the island set forth in the GDP. Instead, it focuses on PlaNYC, which is applicable but not as tailored to the character of the island as the GDP.

The impacts of the project contemplate a lease with a purchase option, something not currently extended to RIOC. As part of the land exchange, RICC will urge RIOC to obtain the rights to purchase its leased premises.

The C4-5/Special district zoning requested makes significant alterations to the floor area ratios currently in effect, alters the open space, height, setback and obstruction requirements and makes changes to the required parking. This special zoning also controls access to the public spaces on the property. As of February 6th, the City Planning Commission hearing, Cornell's plans are as follows: "All required public access areas shall be open daily from 6AM to 10PM between April 15th and October 31st and from 7AM to 8PM for the remainder of the year." [Note: community has requested longer hours than are reflected here.]

The special district will also include provision for a significant amount of commercial space. The usage and occupancy of this space are approximate, have not been fully explained, and include few limitations. As it now stands, the Special District does not include the Island's historic Steam Plant or other RIOC properties.

The special district intends to utilize onsite natural gas power/steam generation, solar power and hundreds of geothermal wells. No provision was originally made for use of tidal currents or re-use of the existing Steam Plant, although re-use of the plant is now under discussion. Cornell plans state that the Steam Plant would be decommissioned and that a power source be created to supply Coler Hospital, on the Island's north end.
Water turbines exist in the East River and Cornell is interested in utilizing their energy. This is an energy source that could be expanded to benefit entire Island. [Note: Since an energy study will have to be completed for consideration of a revamped Coler Hospital, the community requests that the study explore cogeneration or other energy plans for the entire community, not just the hospital.]

Further, the land use plan makes no mention of advancing PlaNYC's initiatives to increase pedestrian access, such as connections to pedestrian walkways on the Queensboro Bridge, a ferry connection (PlaNYC Policy 8) or a tram to Queens.

Recommendations:
RICC strongly suggests that the development meet the goals of the Island's General Development Plan (GDP) and that the GDP be actually amended by RIOC and the City of New York.

Additional Notes:
>Page 2.5 errors: WIRE buildings were not built as "Mitchell Lama coops: Eastview is Section 236; Rivercross is the only co-op. Also, one building in Southtown is condo, not rental.
>Pages 2.6 omits Main Street Theatre, Jewish congregation, Synagogue
>Page 2.25 waterfront revitalization: DEIS "encourages redevelopment of waterfront area," but then avoids it: "site would not be located near waterfront, so need not address issues." RICC strongly urges provision of dock that would enable ferry service to RI, and also that Cornell utilize waterfront by using barges for construction. [Note: barging of materials under investigation by Cornell; Cornell has verbally agreed to provide operational support of a commuter ferry].
>No mention of crumbling seawalls; we ask that Cornell contribute to repair.
> In consideration of the sensitive nature of the Cornell Technion partnership, community suggests that zoning plans include restriction from manufacturing weapons, meaning research for military purposes

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CHAPTER 2: LAND USE AND ZONING continued
[#2 Reader]

For the City Map change application (C 130007 MMM), Main Street is a "traditional" name on Roosevelt Island and the proposed name of the southerly extensions of East and West Main streets should be

changed from East and West Loop roads to East and West Main streets. From the Queensboro Bridge south to North Loop Road, the streets are already proposed to be named East and West Main streets and these names should continue to South Loop Road. The two connecting loop streets (North and South Loop Roads) could be renamed to something more representative of Roosevelt Island (e.g., FDR Street, South Point Park North). Why is the disposition application (C 130078 PPM) pursuant to zoning? The disposition should be restricted similar to what was done for the Whitney Museum. Use can be restricted to same language as in Section 133-00, paragraph (a) of the special district text. Such restrictions and others described below are necessary in case Cornell is no longer the developer of all or part of the site.

Why does zoning map change (C 130076 ZMM) and special district (N 130077 ZRM) include property outside of the development site? Although the rezoned property that will remain in RIOC's control is not subject to zoning, inclusion in the C4-5 and special district allows the zoning to be applicable without any public review when RIOC relinquishes control of the property. In addition, the language of Section 133-05 has publicly accessible hours that are more restrictive than the current 24 hours for the existing promenade. This is another reason why the zoning actions should be limited to Cornell's site.

Explain the purpose of the definition of Base Plane.

Section 133-04 - What is the purpose of the language allowing the accessory parking spaces" which may be available for public use"? Is such language necessary?
Section 133-11 allows Use Group 17B, research, experimental and testing laboratories as-of-right within the special district. Currently, such uses are only permitted as-of-right in manufacturing districts and in C6 districts by special permit of the City Planning Commission. In order to grant that permit, which requires review pursuant to ULURP, the Commission must make certain findings. In addition such application must be referred to the Commissioner of Health and Mental Hygiene.

The underlying C4-5 floor area regulations generally remain unchanged by the special district (3.44 for residential and commercial uses and 6.5 for community facilities although Section 133-21 *limits Use Group 17B to and FAR of 3.4. In order to avoid the possibility of the site being entirely developed with uses such as laboratories, hotels or retail,* and in case Cornell does not develop any or all of the site, specific uses should be limited in the disposition and/or the special district to the amounts described and analyzed in the DEIS as the reasonable worst case. Such limits were included the CPC's approval of the East River Science Park. The provisions of Section 133-231 are very technical and illustrations would be helpful to understand the provisions and intent. An illustration would also be useful to understand the areas affected by Section 133-232.

What is meant by "area" in Section 133-233? Is it floor area? What is the purpose of this section? How does the language of Section 133-234 compare to that of the recently adopted "green zoning" text? The zoning comparison chart included in the application does not include information relating to distance between buildings. This information is necessary to understand the modifications of Section 133-24. An illustration would also be useful. Section 133-25 - The first two paragraphs seem confusing. Should one have been deleted? The section allows the Commission to make bulk modifications by authorization. An authorization is a non-ULURP action that does not go through

ULURP. Why isn't a special permit which requires ULURP? Section 133-31 (b) - an illustrative drawing would be useful. What is the difference between sections 133-31(b) and 133-31(c)? In 131-31(c), shouldn't the term "street line" be used instead of boundary?

Section 133-32(a) - First paragraph; is there a definition of grade level? Can publicly accessible area, which may be enclosed, be located in buildings? Section 133-32(c) allows open air cafes as permitted obstructions. Is it necessary to be a patron of the café to use the tables and chairs within them? 133-50 - The "may" in the opening sentence should be changed to "shall". Who determines that the various requirements of sections (a) - (d) are substantially complete? This should be done by certification of the Chair of CPC to the Buildings Department. What is the purpose of the final paragraph?
Section 133-60 appears to allow modification, elimination or reconfiguration with any review. At a minimum, this should be done by Chair certification, if not by CPC authorization or special permit.

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CHAPTER 3: SOCIO-ECONOMIC CONDITIONS

Overview:
This chapter covers the impact to the area within and surrounding the rezoned property. It is designed to address: (1) direct displacement of residential population on project site; (2) indirect displacement of residential population in study area; (3) direct displacement of existing businesses on project site; (4) indirect displacement of businesses in study area; and (5) adverse impacts on specific industries. Examination limited to Roosevelt Island.

Discussion:
The DEIS recognizes but dismisses potential for indirect residential displacement. While on-campus housing will be available to students and faculty, those working in academic support roles or as employees at any of the commercial ventures in the non-academic spaces may have significant tolerance for increased rents in Roosevelt Island's limited rental properties. Study also fails to account for the likelihood that graduate students and startup businesses would seek roommate arrangements in private apartments, allowing workers to pool resources and edge out existing renters.

The DEIS similarly dismisses indirect business displacement, indicating that the island has traditionally struggled to provide a vibrant retail corridor. Cornell represents that additional retail available on its property would not impact new and existing businesses elsewhere on the Island. It might, however, prove appealing to Island's existing businesses to move to the Cornell campus (if this is possible), if the campus provides parking, and students, staff and faculty provide constant demand. Currently, Roosevelt Island businesses see peak demand during commute hours. The campus would provide a different demand profile, which businesses like Subway and Starbucks may find more attractive.

Recommendations:
The impact on existing and planned Island retail should be re-considered, along with a full examination of residential impacts that includes multiple unrelated individuals seeking apartment space on the Island. Workers on campus will have a strong incentive to seek a single-fare commute to work.

Roosevelt Island is ideally located in the path of the Q102 bus, the Tram and the subway to provide such a commute; this should be included in displacement calculations.

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CHAPTER 3: SOCIOECONOMIC CONDITIONS continued
[#2 Reader]

The DEIS concludes "no adverse effects" on socioeconomic conditions, which violates common sense. DEIS claims that no indirect residential displacement will occur. If true, an interesting moment in Manhattan real estate.

Mitigations/Questions:
>DEIS states: "An example of indirect residential displacement would be lower-income residents forced to move due to rising rents...usually the result of substantial new development in an area that is markedly different from existing uses. Such new development can lead to increased property values which can result in increased rents." How is it possible that the presence of a world-class university will not increase property values and rents on the Island?
>Cornell and RI population income levels: Study cites census-based average income of $90,000 for RI residents, but says this is understatement, because based on information from RIOC, Octagon and Manhattan Park websites and Streeteasy.com, and the understanding that families pay an average 1/3 income for housing, actual RI incomes average $121,532 to $150,000. Residents of WIRE buildings, at generally lower incomes, not included in this specific assessment. Study cites average income of Cornell faculty, executive leaders, students and workers at $56,000, making adverse impact sound unlikely. This figure might or might not be accurate but Cornell's presence means property values will go up for everyone, regardless of what Cornell employees earn.
> Cornell states that off-campus Cornell employees will "possibly" seek RI housing. DEIS states that at first build, there will be 805 Cornell related personnel living off campus, and possibly seeking Island housing. Full build will bring 1,552 faculty, students and workers, many of "probably" seek the convenience of Island housing.

Then, at a later point, the study,states: "it is possible that the new employment base at the Cornell NYC Tech campus associated with the corporate co-location space, the Executive Education Center, and the retail and residential buildings (estimated at about 2,228 employees in 2038), combined with an off-campus academic population could seek new housing opportunities in the study area to be close to the campus.

These populations are described differently. Does that mean 1,552 plus 2,228, which totals 3,780 off campus population at full build?

Suggestion:
Request consistency in expression of population figures and a realistic and clear assessment of indirect residential displacement.

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CHAPTER 4 - COMMUNITY FACILITIES

Overview:

This chapter focuses on impact to schools and libraries, which Cornell indicates will be minimal. While police and fire protection is mentioned, the unique nature of Roosevelt Island's Public Safety department is not fully considered. The DEIS indicates in a conclusory manner that no new neighborhood needs will be created, but as compared with the vacant as-delivered condition, *the proposed development will require significant additional police and fire resources.*

At the very least, the Cornell population will by necessity travel into RIOC premises even if only to enter and leave the island. This additional population will likely result in uncompensated increased demand on RIOC and the PSD.

Suggestions:

>Community should require a more thorough analysis of the impact of the population increase on police and fire needs.

[Please note: the issue of security is addressed in the accompanying letter from the Roosevelt Island Community Coalition the City Planning Commission. RICC requests that the City prepare a full emergency services study for Roosevelt Island based on the change in population and increase in security needs].

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CHAPTER 4 - COMMUNITY FACILITIES continued

[#2 Reader]

Overview:

This section discusses the NYPL branch opened in 1997 on Roosevelt Island. Using the US Census 2010 population of 11,661, it calculates the holdings (24,418) per resident as 2.09 which is higher than the average in Manhattan (1.20). It references the prior volunteer library founded by residents in 1976 and notes activities such as read-aloud, knitting, book club, films, and lectures. The anticipated increase in population with the building of Southtown 7,8,9 and the anticipated move of the NYPL to a larger site at 504 Main Street will mean the new holdings per resident will be 2.85. Thus, the influx of graduate students and employees who might potentially use the library could decrease holdings per resident to 2.41, which is nonetheless higher than in Manhattan. Cornell population will have access to the extensive resources of the digital Cornell University Library, which may decrease impact on the NYPL branch.

There are several errors here, but they are not likely to bring the holding per resident ratio below the 1.20 of Manhattan branch libraries, which seems to be an objective criteria.

>The DEIS does not consider that the population of Roosevelt Island will increase above 11,661, which is generally believed to be an undercount

>The DEIS suggests that residents can visit other libraries within a .75 mile radius. This is not a viable option for children and disabled residents
> Many residents request materials from Inter-library loan. This vital service may become limited due to budget cuts

Setting aside these issues, the fact is, until the local population exceeds 20,000, the holdings per resident ratio on Roosevelt Island will remain more favorable than the 1.20 of Manhattan.

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CHAPTER 4 - COMMUNITY FACILITIES continued
[#3 Reader]

A detailed assessment of potential impacts on public libraries is conducted for the 2038 analysis year. This is undertaken by Cornell because the increase in residential units for Cornell NYC Tech would be approximately 1,094, or more than a 5% increase in the ratio of residential units to library branches in the borough of Manhattan. Phase I by 2018 would introduce only about half the number of residential units and so does not reach the threshold requiring analysis.

Reader Response:
The key methodology to assess impact is to compare the ratio of library holdings-to-resident at the RI branch library as compared to NYPL branches in Manhattan. Current RI holdings of 24,418 for a population of 11,661 (2010 census) produces a ratio of 2.09. A 50% increase in holdings is projected after the move of the library to the first floor of 504 Main. Thus, Including the population increase from the three new towers, the ratio of holdings to resident would increase to 2.85. With the full buildout of the Cornell NYC Tech campus, the holdings-to-resident ratio would decrease to 2.41. The conclusion is that in all cases RI residents would be well served by its branch, because the Island ratio exceeds the 1.20 Manhattan ratio.

Beyond the interlibrary loan system which already makes "holdings" at a single branch obsolete, the NYPL will likely have volumes available digitally, a circulation library adapted to the new digital era. Massive digitization projects are underway at the Public Library. Already in play is an interface that allows ordering off site library materials, having them scanned, digitized and transmitted electronically. We request access to Cornell digital library, which offers research materials only a university can provide; a "give" that would cost Cornell nothing.

Suggestions and Correctives:
Historically, the development of the Island library has accommodated Island population increases. With the full buildout of the Cornell NYC Tech campus by 2038, the total residential Island population is expected to reach 15,170, or a population increase of 18.1%. We can also anticipate an increase in visitors including children and their caregivers.

There is an inconsistency that should be corrected: p 4-10, methodology: "The catchment area for the library is limited to Roosevelt Island itself for the purposes of this analysis, as the East River acts as a

physical barrier that would discourage residents from accessing library resources in Manhattan or Queens." But on P 4-13, probable impacts" "...many (?) of the residents in the catchment area for the Roosevelt Island branch also reside within three-quarter miles of other nearby libraries, such as the 67th Street branch...and the Long Island City branch...." This latter statement should be deleted.

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CHAPTER 4: COMMUNITY FACILITIES continued (school)
[#4 Reader]

Overview:
Chapter 4 contains faulty capacity assumptions concerning increase of students in PS IS 217, using data that stops at 2010. The school will reach capacity sooner than projected. As a more up to date projection is needed, PS IS 217 will be happy to provide a snapshot for 2012/2013 to more accurately reflect true numbers. What formula was used to come up with increased numbers and percentages of staff, students and companies?

PS IS 217 Principal Mandana Beckman's philosophy is that when you invest in professional training, you yield higher performing schools. To this end, such investment might include collaboration such as use of digital library, setting up mentoring programs for students, teacher workshops with Cornell that provide academic development to help teachers understand content, assistance for teachers in using and teaching technology; applications to improve data analysis and tracking, analysis of students' work to track improvement, honors clubs and possible partnerships like a dedicated tech consultant on staff, and providing computers for students.

[Please note: In recent discussions with RICC and the school, Cornell mentioned that it will assist four schools in New York City, including this one. The University has agreed to participate in a "shadowing' program."]

>In general, Cornell population will increase numbers of RI school children on all levels; current numbers are too low to reflect reality. Cornell should to use school's updated numbers to create more accurate projection.

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CHAPTER 4: COMMUNITY FACILITIES continued
[#5 Reader]

Overview:
CEQR Technical Manual recommends conducting a detailed analysis of public schools if a proposed action would generate more than 50 elementary/intermediate school students.
Cornell's DEIS indicates it based its projection on faculty, postdoctoral fellows, Ph.D. candidates and master's students. It fails to mention the additional population that will result from its corporate co-location population. Further, the last analysis of student population was based on a study conducted in

1998. In fact, the population of the school, according to the figures Cornell submitted, is an underestimate. In addition, the figures do not consider the population impact of the 3 new buildings that will be built at Southtown, some of which may be corporate co-location residents.

It is the belief of PS/IS 217's staff and PTA, that the numbers for the present student body are underrepresented in the DEIS, and the numbers for projected increases from the Cornell/Technion population are underestimated.

Police, Fire, and Health Care Services

The CEQR Technical Manual recommends detailed analyses of indirect impacts on police, fire, and health care services in cases where a proposed project would create a sizeable new neighborhood where none existed before. The population and area where the development would take place is currently patrolled by an in-house security system. Additionally, it is a hospital and provides medical care to its residents. Both the security system and the healthcare will no longer exist when the hospital is discontinued. All services for protection, security and health, which were previously addressed in house, will fall to the already overburdened system of the Public Safety Department which serves as the first responding source for all Roosevelt Island emergencies.

Conclusion:

Cornell/Technion must contribute to the Public Service Department in order to adequately increase the manpower that will be needed for maintaining security and safety for its new residents and its facilities.

Existing Conditions: Elementary Schools/Intermediate Schools

Cornell/Technion included a table that has no bearing whatsoever on Roosevelt Island. It indicates the elementary and intermediate schools that service the district that PS/IS 217 is located in. It fails to consider that Roosevelt Island is indeed an island, separated from the island of Manhattan, and that no district school can turn away a child who lives in the zone for the school.

Conclusion:

The consideration made regarding the impact on district 2 schools has no relevance to this project.

Future Without the Proposed Project (2038 Analysis Year)

The population growth identified focused on the "natural growth" of the city's student population without considering either the recent development or the proposed development of additional residential towers in the community.

Conclusion:

The DEIS fails to consider the holistic impact of the community's burgeoning development overall that transcends "natural growth," and will cause significant overcrowding at the school.

Enrollment Tables and Impacts

Conclusion:

They are simply incorrect and based on false assumptions. Corrected assumption must be required.

Public Libraries

The DEIS has used percentages rather than raw figures of population growth to claim no adverse affect. Further, it has used a projection of future development on Roosevelt Island to artificially make it appear that their population increase will diminish rather than add to the impact on the library.

Conclusion:

Population in the existing catchment area in the 2010 census is 11,661. The population increase projected by Cornell/Technion is 2,326. That is a population increase of approximately 20%. According to CEQR Technical Manual, if a proposed project increases the study area population by more than 5%, the increase may impair the delivery of library services in the study area. Additionally the DEIS indicates that residents have access to off-island libraries that are difficult for its population to reach. And the Cornell NYC Tech Library system is both technical and digital and will not service the same need as the presently existing library it is comparing itself to.

Overall Conclusion:

The 20% increase in the population of Roosevelt Island proposed by the Cornell/ Technion project will create immense overburdening of Island Services unless plans are put in place to increase the depth and breadth of those services.

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CHAPTER 5: SHADOWS

Reader Response:

Sun/shade models need further study and perhaps an hour by hour lay out in the summer. There is significant shade on Southpoint because their tallest buildings are on the south end.

Suggestions:

>90 out of 130 trees will be destroyed (but we're not sure what size trees); community needs to know exactly how Cornell will preserve the mature trees.

>Cornell intends to raise the center of its site by up to 21 feet and the community would like to know how that will impact existing trees.

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CHAPTER 6: OPEN SPACE

Overview:

Assumes residents walk a ½ mile and workers/daytime users walk ¼ mile to recreational space. Two measurements for adverse impact say that open space can not go below 1.5 acres per 1000 people but NYC is raising that to a new standard goal of 2.5 acres per 1000. These 1.5 and 2.5 acres, respectively, break down further into active and passive open space percentages. Cornell uses Census Tract 238/Block group 1 resident population of 9,723. And assumes 233 workers. Cornell states upkeep of these resources-specifically the promenade -- is the responsibility of RIOC. The open area of study does not include Octagon Park, Lighthouse or the Northtown Plaza (Manhattan Park) or the "Ecological Park" which includes the renovated sports field north of Manhattan Park, Community Garden or hard tennis courts south of Octagon. Four areas counted are Southpoint Park, FDR Four Freedoms Park, Sportspark (150,000sf) Firefighters Field and The Commons (area of green between

Duane Reade and Starbucks) and adds Blackwell Park and Capobianco Park (across from school) as additional parks in this equation. Project description under the proposed zoning text says at least 20% (2.5 acres) must be publicly accessible open space; Cornell uses that conservative amount of 2.5 acres (as a measure) while stating it will have more open space. Looking at 2018 and 2038 impact it accounts for additional acreage for the new FDR Four Freedoms park and counts 540 new units/1183 residents in the yet to be built South Town building, keeping the acreage of open space per 1,000 residents well above the requirements.
Conclusion: By 2018 Cornell adds 805 non-residents and the conclusion is that no public open space for recreation would be affected by the Cornell campus project.

Objections - Suggestions:
It seems that there are large decreases in the amount of open space allotted per person (over 80%) and Cornell even disobeys the rule that there can not be a drop of 5 % in the amount of space once had -- but the explanation of why that is okay is unclear.

By 2018, the ratio of passive open space per 1,000 non-residents in the 1/4-mile (commercial) study area would be 14.20 acres, which represents a decrease of 83.8% from the No- Action condition (see Table 5-6). By 2038 this ratio would be 3.66, which represents a decrease of 95.8% from the No-Action condition. However the large decreases in the ratio are due to the fact that the No-Action worker population in the commercial study area is very small (142 workers), resulting in a very high No-Action ratio of passive open space to workers. The With- Action passive open space ratios would remain greatly above the DCP planning goal of 0.15 acres per 1,000 non-residents.

Therefore, while the decrease in the passive open space ratio would be greater than the CEQR Technical Manual guideline of 5 percent, the proposed project would not result in any significant adverse impacts to open space resources in the commercial study area by 2018 and 2038, as the commercial study area would remain well-served.
The CEQR Technical Manual notes that for areas in which there is a substantial worker, student, or visitor population, there is typically a need for more passive open space resources. The proposed project would result in an academic oriented mixed-use development, with a relatively large worker and student population and a limited number of children. Of the overall Cornell NYC Tech population of 6,106 by 2038 (including the academic population that would reside on-site and off-site, and the worker population), 3,780 (62 percent) would reside off-site. In addition, the proposed project would introduce approximately 89 school-aged children, which represents approximately 3.8 percent of the total anticipated full build out population of 2,326 people who would reside on-site. Therefore, as with Phase 1, the full build out of the proposed project would require less active open space than in a typical residential development

Additional:
>There will be less open space, obviously (although Cornell claims that it will be greater than the minimum required). Actually, will be less than legal requirement; they can say they counted on more population than they really have. Point: make sure that whatever space is actually open to residents is open in perpetuity. Cornell could use any excuse to close off.
>It is unclear if Sportspark recreational center needs to be closed during construction.

>The population figures used to measure number of people who enjoy public space is from the 2010 Census and does not consider increased visitors to the island.
> Bike lanes: be sure they do not become car lanes.

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CHAPTER 7: HISTORIC AND CULTURAL RESOURCES

Overview:
Chapter starts with the earliest of Island history, American Indians, and goes on to discuss the Queensboro Bridge and the Steam Plant.

Response:
Having done my own research on Roosevelt Island once I moved here I am coming from a decent understanding of the history (good, bad, and ugly). The main conclusion of DEIS was "The demolition of the Goldwater Hospital Complex would result in a significant adverse impact on the architectural resource." Well, yes, they are tearing the structure down and removing the contents, "therefore, there is no prudent and feasible alternative to avoid a significant adverse impact to the Goldwater Hospital complex."

Additional:
> Arrangements have been made by RI resident to save a mural by Ilya Bolotowsky currently in Goldwater Hospital
>Community wants to preserve six art deco bronze lanterns on granite plinths (in Goldwater now). This should be put in writing, including definition of plinths (the bases).

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CHAPTER 7: HISTORIC AND CULTURAL RESOURCES continued (asbestos)
[#2 Reader]

Reader Response:
I did some searching on the internet re: asbestos-Goldwater Hospital. It does seem that though there was much material on NYC and hospitals and schools being retrofitted, Goldwater had at times been designated a nursing home and though some work was done it is not clear that all retrofitting was ever completed. There is an article that calls for some of the sprinkler system to be freed of asbestos in 2013. The community would like to know how the demolition team will bury the buildings and then build on top of them without contamination?

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CHAPTER 8: VISUAL RESOURCES AND URBAN DESIGN

Overview:

Question is whether or not proposed project adversely impacts the current urban design, visual resources (obstructing view of important/valuable physical features of the existing environment), or pedestrians' experience of public spaces.

Reader's responses/ objections:
>Rezoning from R7-2 to C4-5 will turn the current site from a residential to a commercial zoning district, increasing significantly allowable square footage for commercial use. Out of 10 new buildings, 3 are academic, 2 residential and 5 remaining buildings are mostly commercial. Corporate co-location needs to be explained. The concern is that the site might become a high density business district.
>Even though the Southtown buildings are approximately 170 feet high, the proposed Cornell residential tower will be 320 feet high -- almost double in height and only slightly lower that the two main Q Bridge poles. This was not presented fully in the photos.
>The new RI skyline will resemble Manhattan or the new business center in Queens, which is in stark contrast to what Roosevelt Island looks like today.
>DEIS acknowledges this change and claims that it would not adversely impact urban design or visual appearance; we respectfully disagree.
>View of Queensborough Bridge from south Manhattan and Queens would be obstructed by the new buildings.
>Pedestrians' experience would likely be improved as the new features at the eye level would attract people passing by.

Suggestions/correctives:
>If the center of campus is raised 21 feet, then the total height of the complex must be adjusted to reflect that: Our concern is that the tallest buildings will now tower over the Queensborough Bridge
>We request more information about proportions of new buildings in comparison with the bridge and RI overall current appearance (all residential areas).
>We would like to see one view of the entire Island with current residential buildings north of Queensborough Bridge and new campus buildings on the south.

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CHAPTER 8: VISUAL RESOURCES AND URBAN DESIGN continued
[#2 Reader]

Reader Response:
There is a lack of discussion about how the proposed campus public open space connects to other open spaces on Roosevelt Island. Connectivity between open spaces determines their accessibility and utility to the community.

Suggestions:
Analysis of pedestrian connectivity on the Island and how the campus open space fits into the existing network.

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CHAPTER 9: NATURAL RESOURCES

Overview:

This chapter examines potential effects on the terrestrial and aquatic natural resources within and near the project site (a) if the proposed project is built, and (b) if the site is left as is, with current hospital buildings but without grounds upkeep. Existing conditions were researched using published results of city, state and federal surveys; peer-reviewed literature; a tree survey conducted in spring 2012; and site reconnaissance conducted in fall 2011. My comments pertain to potential impacts of the project on particular avian, terrestrial, and aquatic species existing within the project site and in the broader area of Roosevelt Island, or migrating through the area, which were not mentioned in the draft EIS.

Reader Response:

I would suggest that an extended "site reconnaissance" take place during spring migration and nesting periods. The trend here is toward a cleaner environment and more wildlife diversity, and the wildlife is not limited to "disturbance-tolerant" species - as the draft EIS suggests -- but includes species that thrive in undisturbed, healthy ecosystems.

The developers should strive, during all phases of the project, to maintain a safe corridor between the areas north and south of the project site that are seeing increased wildlife diversity, and as much as possible develop the site in a way that supports extant wildlife and encourages the return of even more species.

Birds

The abundant and diverse aquatic species present in the waters around Roosevelt Island substantiate the results of recent NYCDEP surveys showing significantly improved water quality, and these in turn have enabled the reappearance in the last few years of two heron species not mentioned in Table 9-2 (2000-2005 Breeding Bird Atlas Results for Block 5851C) of the draft EIS:

In 2011 and 2012, a breeding pair of black-crowned night herons (Nycticorax nycticorax) successfully nested on Roosevelt Island. At least one immature heron was frequently observed (>2x/week) during summer 2011, and a dead nestling was found under a tree north of the mid-island Capobianco playing field in early summer 2012. The two adult herons and the juvenile heron have been observed fishing together on numerous occasions over the last two years.

An even more encouraging sighting was of two Great Egrets (Ardea alba) fishing in the east channel of the East River in July 2012.

A migratory species not cited in Table 9-2 is the Brant goose (Branta bernicla); a flock of approximately 20 of these birds uses the waterways around the island (particularly the east channel) as a stopover during the spring.

There is a resident (non-migratory) population of Canada geese (Branta Canadensis) that has foraged for a number of years at the southern end of the project site, and nested south of the project site around the Renwick ruins. Their nesting areas south of the smallpox hospital ruins were destroyed during construction of the FDR memorial, and new nesting areas at the north end of Southpoint Park were subject to disturbance and predation in 2012. The geese are especially vulnerable both during their

Phase 1 nor full build would result in significant adverse impacts to water quality, aquatic biota, tidal wetlands, essential fish habitat, or threatened or endangered species.

Energy consumption: Cornell has set as its goal net-zero consumption for Phase 1 academic buildings.

Floodplains: Project site outside 100-year floodplain zone, and coastal floodplains, such as those on Roosevelt Island, are influenced by astronomic tides and meteorological forces such as hurricanes, rather than by construction or regrading/filling.

Stormwater Pollution:

Cornell to prepare plans for construction that meets state-mandated reductions in sedimentation and flow. Stormwater management measures to result in improved quality of runoff discharged from project site and reduction in peak stormwater discharge rate. Project would integrate green infrastructure practices.

Trees:

NYC zoning amendment requires trees to be planted along the curb of City streets following construction of new buildings and certain types of alterations. All new buildings exceeding 20% of the floor area to have one tree for every 25 feet of road frontage, including existing trees. These requirements must be met in order to builders to obtain Certificate of Occupancy. Note: chapter construction states total of 132 trees comprising 26 species are within project site. Phase 1 construction would result in cutting of most of the trees and other vegetation. The DEIS states that approximately 90 of the 132 trees would require removal. The community insists that great care is taken not to destroy trees, and if any are destroyed, that they be replaced in size and number.

Birds:

There are discrepancies in the DEIS, such as migratory species and resident ones. In a recent study (December 2010) conducted for a Tidal Energy project involving RI, the impact on wildlife discloses different aspects. To use two examples regarding endangered species:

Peregrine Falcon (Falco peregrinus)

The peregrine falcon is a New York state threatened species. This species was once extirpated from the state but has since made a remarkable recovery. The population decline has been attributed to the use of chemical pesticides such as DDT. Since this chemical was banned the population of this species has been increasing. These birds can be found in many different habitats including tundra, savannah, seacoasts, high mountains, forests, and cities. In urban areas the birds nest on ledges created by tall buildings or artificial nest sites on bridges (NYDEC, 2008). The peregrine feeds on a variety of birds but especially doves and pigeons (Ehrlich et al., 1998). The abundant source of pigeons is a likely source of forage for the peregrine in urban habitat. The DEIS states the opposite.

Bald Eagle (Haliaeetus leucocephalus)

On August 8, 2007, the bald eagle (Haliaeetus leucocephalus) was removed from the Federal Endangered Species list and is no longer protected under Section 7 of the Federal Endangered Species Act; however, bald eagles remain on the New York State list as a State-listed threatened species. Bald eagles are also protected under the Migratory Bird Treaty Act (16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat. 755) and the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d). Bald eagles have previously been released by New York City Parks approximately 6 miles from the proposed project (Inwood Hill Park) as part of their Urban Park Ranger Eagle Program. In the DEIS, no mention of Bald Eagle.

nesting period and during the four to five weeks immediately thereafter (from mid-June to late July), when they are left flightless as they shed and regrow their outer wing feathers.

Recommendation:
Protect geese nesting sites during construction phase

Endangered Species (NY State status):
Although there are no peregrine falcons (Falco peregrinus) nesting on Roosevelt Island, there is an NYCDEP/NYSDEC-monitored nest box directly across the river at NY Cornell Hospital (see photo, top of page 4 http://www.dec.ny.gov/docs/administration_pdf/0412peregrine.pdf). These raptors have been observed feeding atop 540 Main Street. The proposed project may have a potential positive impact on the falcon population if the 30-story hotel component became a reality, as it could provide an additional feeding site for the falcons. I noted there is no mention of the black-crowned night herons that nest here, or the brant geese that stop here during their migration period. A few other avian species are starting to return - last summer, A resident photographed great egrets (and a night heron) in the river by the garden

Reptiles
Dekay's brown snakes (Storeria dekayi), a non-venomous snake, have been found in the community garden at the northern end of Roosevelt Island, so it is possible that the snake exists within the project site as well.

Fish
Further testament to the improved water quality: around the time of the new moon in October 2012, large silvery fish were jumping out of the water in the west channel, close to the shoreline (poss. anadromous species - tomcod, striped bass, American shad, hickory shad, bluefish, weakfish)

Mammals
In early August 2012, a raccoon was observed in the Southpoint area

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CHAPTER 9: NATURAL RESOURCES continued
[#2 Reader]

Overview:
Examines potential impact on terrestrial and aquatic natural resources at site. Study areas for terrestrial natural resources and floodplains includes the 12.5 acre site and area within 400 feet of site boundaries, reaching Roosevelt Island Sportspark to the north, a portion of Southpoint Park to the south, and portions of East River to east and west. Identification of threatened or endangered species evaluated for distance of 1/2 mile from site. Study area for water quality and aquatic resources includes overall East River.

Reader Response:
Much of material is technical and needs expert readers. States that natural resources within and near project site would remain generally unchanged following the proposed project. DEIS states that neither

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CHAPTER 10: HAZARDOUS MATERIALS

Overview:

This chapter discusses the hazardous material known to be located on the Cornell site. The Goldwater Hospital site is known to contain hazardous materials. In addition to standard hazards found in buildings of the same age, the ground below the buildings contains heavy metals, semi-volatile organic compounds and fly ash used to fill the quarry. Removing these materials by truck risks exposing residents of Roosevelt island, Queens and Manhattan to these toxic substances. The construction site is located close to several parks and recreational facilities -- including those designed for use by children. For the protection of those near the construction site and along the removal path, it is important that an independent air and water monitoring program be implemented. We require barging to be used for materials transport, as this method would prevent those materials from traveling down Roosevelt Island's only street.

Geothermal borings advanced approximately 300 feet north of the project site (near the Queensboro Bridge) and approximately 50 feet west of the project site (near the western shore of the Island) encountered subsurface conditions that included fill materials included sand, gravel, and ash.

Reader Response:

The community is concerned about the following:
> Fly ash contains high levels of arsenic, lead, mercury and boron, each of which has been known to cause cancer, neurological and development problems, and other illnesses.
>How does Cornell intend to deal with removal of fly ash?

Conclusion:

With the admittedly diverse mix of contaminants and toxins that exist at the site in question, the population of the community must be protected by having its own "arms length" monitoring. Cornell should establish a fund to compensate such hands-on, population centric monitoring.

No hazardous materials should move through the single street that exists on Roosevelt Island where even one small accident can devastate an entire community. All hazardous materials should be barged out of Roosevelt Island.

New York City is supposed to be the watchdog regarding holding Cornell accountable to properly disposing of hazardous materials. We need to know what expertise Cornell will rely upon to do their oversight and how the community will participate with their own experts in decision making.

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CHAPTER 11: WATER AND SEWER INFRASTRUCTURE

Overview:
This section discusses preliminary water, sewer and stormwater infrastructure impacts on the Island. This section is preliminary and requires further work by Cornell before the Final EIS.

Discussion:
The DEIS briefly addresses that water pressure on the island (70 psi) is greater than required (20psi) and that the campus would not consume in excess of 1,000,000 gallons per day. Because their usage falls below this limit, they do not analyze whether the Island infrastructure is suitable for the water needs. They do indicate that all water mains on East Loop Road, West Loop Road, and South Loop Road will be replaced with new mains.

Cornell is required to provide an analysis of sewage usage and infrastructure. While their preliminary calculations anticipate that the existing lift stations and force mains are sufficient to remove the project's wastewater, they clearly indicate that NYCDEP has indicated that design capacity of our sewage system is not necessarily reflective of operational capacity. Actual testing is required. Cornell acknowledges this need before the FEIS can be released.

The campus considers stormwater removal in a manner similar to the existing method -- draining to the river. Because of the size and design of the Island, along with the layout of the parcel, this seems reasonable.

Recommendations:
A full examination of the water and sewer infrastructure should be completed and published in time to allow full review before the FEIS is prepared.

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CHAPTER 12: SOLID WASTE

Overview:
This section discusses the handling of garbage, recyclables and other wastes on the campus.

Discussion:
Cornell acknowledges the existence of, but does not intend to utilize or connect to, the existing RIOC AVAC system. *Utilizing the AVAC system would avoid up to 5 truck trips each week, reduce or eliminate on-site storage of waste and help provide funds for the maintenance and operation of the AVAC.*
Cornell estimates, based on CEQR Technical Manual, that the hospital currently generates approximately 50,541 pounds of solid waste per week. No attempt is made to understand the actual waste output of the facility. In the Phase 1 condition, Cornell expects their academic, residential, hotel and office space to generate 38,451 lb/week (requiring two truck trips per week). No explanation is given for the dramatic drop in solid waste output. In the full build condition, they estimate 116,029 lb/week of solid waste (requiring up to five truck trips per week). *There is no discussion of the potential for generation of hazardous wastes and the transportation/storage of same.*

Recommendations:
The costs and benefits of using the AVAC system instead of trucking for wastes should be more fully considered. A more detailed explanation of the difference between existing waste generation (including actual generation, not just projections) and projected campus waste generation should be provided. Details of any anticipated hazardous waste generation are needed. Additionally, in order to prevent traffic congestion, Cornell should provide areas of loading and unloading that are are situated away from the main road.

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CHAPTER 13: ENERGY

Cornell should be commended for its commitment to use alternative energy throughout the campus and lessen its dependence on fossil fuel generated energy. However, it is disappointing to Roosevelt Island residents that a science innovator displays no interest in sharing its energy expertise with the community.

Overview:
This Chapter describes the use and conservation of energy by the Cornell NYC Tech project. Existing and future energy supply for the project area are covered as well as the relevant energy codes and energy conservation regulations. Energy consumption information during the 2018 analysis year for Phase 1 and then during 2038 analysis year for Full Build are provided. Planned "green measures" to reduce energy consumption as well as use of renewable energy sources are considered, thereby enabling the project to achieve LEED Silver certification. This Chapter concludes that the Cornell NYC Tech project would not result in significant adverse energy impacts in either 2018 or 2038 analysis years.

Reader Response:
The primary Energy commitment of Cornell NYC Tech project is to achieve LEED Silver certification. This objective is expected to drive certain sub-objectives. Energy consumption to be reduced by including technologies aimed at reducing energy use by approximately 30% as compared to best practices (ASHRAE 90.1) standard. In addition, on page 13-2 "it was assumed that at least 20 percent of the annual electricity consumed in Phase 1 and Full Build could be generated on-site using distributed generation."

The report states on page 13-3 D. "In the future No-Action condition, in both the 2018 and 2038 analysis years, the Goldwater Hospital campus on the project site is expected to be vacant. Therefore, energy use at the project site is expected to be minimal. The Roosevelt Island steam plant is expected to be decommissioned, independent of the proposed project."

On page 13-4 the report presents the only tangible benefit for the Roosevelt Island community: "in support of the Cornell NYC Tech project, Con Edison would upgrade an existing natural gas line to

Roosevelt Island. The upgrade would require the replacement of some piping and the change-out of pressure regulators within the Con Edison system."

The following criticism of this report is provided from the the perspective of Roosevelt Island residents:
1. Other than the commitment of attaining LEED Silver certification for itself, Cornell NYC Tech promises nothing for the Roosevelt Island (RI) Community from an Energy perspective.
2. Energy needs of further development of Southtown, perhaps in support of Cornell NYC Tech, specifically completion of buildings 7 through 9 are ignored.
3. Energy related strategic initiatives of WIRE buildings, particularly the potential conversion from Electric Heat to low temperature Hydronic Heat are ignored.
4. Consolidation of the Hospitals on RI, specifically the closure of Goldwater Hospital and continuing steam needs of Coler Hospital are ignored.
5. Potential decommissioning of Goldwater Steam Plant and its alternative uses for Cornell NYC Tech and RI are ignored.
6. Supply of high pressure Natural Gas service to RI, a benefit for RI, is provided by Con Edison. This is not a direct benefit to RI from Cornell NYC Tech.
7. Available new, yet practical, technologies for energy production that should be considered for RI. We should expect more than a laundry list of technologies to consider in this Report for energy conservation and production from Cornell NYC Tech that considers itself a leader in this area.
8. Report should consider the total Energy needs (Electric, Natural Gas, Steam and Hot Water) of RI in detail and request the full cooperation of all the RI buildings. It is reasonable to expect that all the RIOC and non-RIOC buildings will cooperate, if they can anticipate that such a Report could advance their planning in a timely and economically and environmentally beneficial manner.

Options for Cornell to consider:
Cornell could share in detail its own comprehensive Energy plans, not just enumerating initiatives based on LEED Silver requirements.
Cornell could actively participate in, if not lead, a comprehensive Energy Plan for RI.
Cornell could consider/propose alternatives for the RI Steam Plant.
Cornell could upsize its energy production on RI beyond its own campus needs and share the economic and environmental benefits with the RI community

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CHAPTER 13: ENERGY continued
[#3 Reader]

Reader response:
The overall question is why does the Cornell NYC Tech DEIS, Chapter 13, provide the commitment of attaining LEED Silver certification for itself only while not articulating advantages to and any benefits for the Roosevelt Island community from an energy perspective?

Broader and related questions include: why is the DEIS silent on:

a. The pending/future continuation of Southtown development and associated energy needs and any broader impacts from a worst-case perspective of any concurrent Cornell NYC Tech work activity with the Southtown effort?
b. Energy related strategic initiatives of the island WIRE buildings, particularly the potential conversion from electric heat to low temperature hydronic heat?
c. The continuing steam needs of Coler Hospital?
d. The potential decommissioning of the Goldwater Steam Plant and its alternative uses for Cornell NYC Tech--and the Island
e. Any available new, yet practical, technologies for energy production that could be considered for Roosevelt Island as a benefit of the Cornell NYC Tech Project, especially as Cornell is considered a leader in this area and whose participation in, or lead in a substantive way, including the sharing of details of its own comprehensive energy plans, would be beneficial in the pursuit of a comprehensive energy plan for the entire Island/its various buildings?
f. Why would the DEIS seem misleading to some extent regarding availing high pressure natural gas to the Island in that, as we understand it, the gas is simply provided by ConEd and is not a direct benefit to Roosevelt Island from Cornell NYC Tech?

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CHAPTER 14 - TRANSPORTATION

Reader Response:
Given that a new Cornell-related population will be living on Roosevelt Island, commuting, and visiting here, the community will inevitably experience increased ridership on the Island's Red Bus service, Tram and F train. We will also experience an increase in the number of cars on the Island, driven by Cornell personnel who live on or off campus, and by visitors to Cornell's Executive Education Center and to its co-location offices.

Cornell NYC Tech has requested zoning that will eliminate the underlying parking requirement and replace it with a maximum of 500 permitted, but not required spaces. We believe the new zoning text language of "up to 500 spaces" is not adequate. The thinking is that eliminating required parking space will discourage the presence of cars. The Roosevelt Island community believes that this does not reflect real life.

Cornell's Executive Education Center will feature conference facilities and include a 225-room hotel. Hotel patrons alone, at the rate of one parking space per room, could use half of the "up to 500" on-site parking spaces cited in Cornell plans. In addition, Cornell's co-location offices will contain 2,000 employees and will attract continual visitors and cars. Cornell faculty, students and campus staff will also want daytime parking.

In its 2009 study the MTA noted that the F train was one of the most crowded train lines in New York City. Overuse of our only subway line by discouraging driving to Roosevelt Island is not a solution. Our residents already have difficulty commuting to their jobs.

The Island's Red Bus service, which traverses the Island, will experience increased ridership created by the Cornell population. The Cornell project will increase usage of this service and will likely require expanding the Red Bus' route to include the Cornell site. (Please note: as of this writing, Cornell has verbally agreed to cover the costs of additional Red Buses solely.)

To accommodate the new Cornell population, RICC urges the following plan:

1) That Cornell provide sufficient on-site parking spaces (no less than 500) to accommodate the Executive Learning Center's conference rooms and hotel, and visitors to the campus and co-location centers.
2) Especially for the Cornell population who will live on the Island, that Cornell finance additional parking spaces in Motorgate parking garage when a specific threshold of need is reached, and conduct an engineering study to determine if additional floors can be added. (Currently, there is room for a fourth quadrant).
3) That Cornell and the RI community develop an objective formula that measures use of both parking space and Red Bus service, so that when these measurements increase, Cornell will be obligated by prior agreement to take appropriate action: i.e., build more parking space, subsidize more buses. An independent advisor should devise this formula.
4) That the City Planning Commission ask NYCEDC to include Roosevelt Island as a priority ferry stop in its upcoming second phase RFP for East River Ferry Service. We also ask that City subsidies that are available for a ferry dock be set aside for Roosevelt Island and that Cornell help to subsidize this endeavor. (RIOC recently completed a ferry dock study.) Ferry Service benefits the Cornell Complex, but will also help alleviate many of the transportation concerns for students, residents, and faculty traveling on and off the Island and throughout the City. It is the simplest and least expensive transportation solution for Roosevelt Island.

Traffic Analysis
Roosevelt Island has only one street. But our pedestrians cross Main Street at many locations and their safety must be protected. We have a high proportion of elderly (ACS estimates for 2011 indicate 20.7% over age 62 and 17.8% over age 65), disabled (the Island was specifically designed to mainstream this population), and children, including a school for the emotionally disabled who, due to poor impulse control, cross the street with less care than others. The Department of Transportation must be engaged to determine the actual needs that this unusual aspect of Island traffic presents. Perhaps a traffic simulation study is needed.

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CHAPTER 14 - TRANSPORTATION continued
[#2 Reader]

Overview:
This chapter examines the potential effects of the proposed Cornell NYC Tech project on nearby transportation systems on RI and in Queens. Presented are a description of the proposed project, an

overview of the analysis methodology, a projection of site generated trips and assignments, the results of the capacity analysis for existing and future conditions after the proposed project phases are completed and of potential significant adverse transportation impacts. The travel includes demand projections, trip assignments, and capacity analysis for 2018 and 2038, after completion of phases 1 and 2, respectively. The methods for estimating traffic involve guidelines from the CEQR Technical Manual. However, there are clear shortfalls in the report, in my view. Cornell may have underestimated tram usage, traffic trips and parking impact during construction and on weekends.

Tramway:
For the tramway, certain assumptions are made: Conference Center estimate 59% of people go out during AM hours but only 2% exiting by tramway. Estimated 7% of students during AM would be traveling -- only 5% inbound and only 1.7% of them by tram. Therefore, tram usage could be underestimated in my opinion. Spouses and faculty, postdocs and grad students and others taking kids to school and going to jobs during AM peak hours are probably underestimated, as are those taking tram versus subway. Students may have work internships off campus and travel during rush hour as well. While 7% of students are supposedly traveling from campus to other sites during AM rush, they are essentially estimating none of them will take the tram.

According to the estimates the DEIS does make, there are currently 753/hour taking tram to Manhattan during peak AM hours. Estimated increase to 793 with new South Town buildings and to 803 in 2018 with Cornell, 852 in 2038 (includes some extra South Town traffic as well). As mentioned above, the number of people per hour taking tram from RI during AM peak appears to be an underestimate. Overall, this may mean delays during most crowded times with more people having to wait for next tram due to overcrowding. RIOC will need to modify schedule to run on fill and go protocol to have an extra tram trip per hour (9-10 instead of 8) from 8-9 AM. No comment on this issue in report -- there is an assumption that Cornell's contribution is minor. No significant impact during other times of the day.

Subway:
Not likely to impact subway significantly in Phase 1 since most traffic opposite of commuting traffic. Subway during AM peak would go from 300 per 15 min currently (to projected 363 with new South Town buildings) to 410 peak in 2018, 470 in 2038. So this means more than 700 more passengers than currently during the 8-9 peak period. In addition, further developments in areas such as Queens served by the F train could lead to greater overcrowding. The report says there is nothing to be done about the overcrowding.

Buses:
Q102 bus getting to Island during AM peak and leaving during PM peak also significantly affected -- but this will impact few RI residents directly. Red Bus would be adversely affected if there is significant parking in Motorgate during AM and PM peak hours. May need more frequent service at those times according to report.

Traffic:
Goldwater currently generates about 100 inbound and 40 outbound trips in AM peak, 67 in and 150 out in PM peak. According to the report this will at least double after buildout, which will have a significant

negative impact and necessitate installation of two traffic signals. It is very likely that the traffic impact is significantly underestimated as employees of companies serving as co-op partners may come to campus short term to teach classes. They will almost certainly drive to the Island. No mention is made of non-Cornell faculty and staff commuting to campus by car. Would increase time of waiting to turn at 36th and Vernon Blvd. during peak AM and PM hours from ~30 sec to as much as 195 sec (northbound) in 2018. Even worse in 2038 with delays up to 300 sec (5 min). Aside from changing the light schedule, there seems little else that can be done about this. Other intersections in Queens nearby affected both by Cornell project and by projected residential construction along Vernon Blvd in Queens.

No indication that Cornell will consider alternative solutions should traffic prove to be a major concern on the Island and on the Bridge. For example, staggered start times for employees could be implemented, class schedules can be evenly distributed, etc.

On Roosevelt Island:

-In 2018, none of the four unsignalized intersections on Roosevelt Island have significant impact during AM or PM peak hours. However, in 2038 there would be 110 sec delays in making left turns onto Main St from bridge ramp during AM peak and significant delays in PM getting on ramp from Main St that could lead to traffic backup onto Main St. -- this is not discussed. However, they do state that a traffic light will be necessary at the ramp/main St intersection.

- West Road/Main Street: Significant delays would occur during the PM peak hour after phase 2 that could be mitigated by installing a traffic signal. Suggest not allowing U-turns at this intersection. No discussion of the fact that this would greatly increase traffic in South Town as drivers would have to drive to the next circle or loop around on West Road. It would greatly inconvenience drivers dropping off at WIRE buildings. Most importantly, traffic signals could lead to significant traffic backups on the bridge during AM peak and on Main St and West Drive during PM peak.

Parking:

Suggested 250 parking spaces in phase 1 up to 500 total after phase 2. In 2018 expect to have enough spaces (250) to accommodate demand. 2038 -- estimate 615 spaces need midday but at most 500 available, so will take up 115 Motorgate spaces during day. This assumes they park at Motorgate -- some students and visitors will undoubtedly feed the meters in South Town, which is not considered in the report. If no garage is built, however, Motorgate will fill up and there will be shortfall of estimated 45 spaces at least for overnight parking. Motorgate could accommodate extra cars during day since some vehicles are used by residents for commuting and therefore their spaces are available.

One caveat: there is a disclaimer saying that no parking is required to be built. If Cornell does not build parking garage there will be a huge impact on the Red Bus as those parking in Motorgate would need to get to campus during peak rush hours. One possibility that is not discussed is to expand Motorgate parking (which is possible). Then Cornell could run their own "express" bus service for their employees during peak AM and PM times. This would take care of the traffic problem as well, since it would not be greater than it is now with Goldwater. Also, not discussed is that many students/employees may try to park in South Town meters to avoid high hourly charges at Motorgate, which would be disastrous.

No weekend parking impact statement and this is a significant deficiency in the report even though it is not a requirement. Drivers visiting friends/family in Cornell housing may park on street and take up the

few spaces we have. We need a clear statement that Cornell will consider allowing parking by visitors in their garage by charging modestly on Saturday to encourage parking in the garage. On Sunday parking in the garage should be free -- perhaps they can institute a validation system whereby residents can have guests park for free. Cornell absolutely needs to build garage to accommodate some cars or the impact on both Motorgate and street parking will be extremely negative, including weekends. The estimates do not take into account Four Freedoms Park impact on parking on weekends, which is likely to be significant as well.

Pedestrian:
Predicting a lot more pedestrian traffic around the subway and Tram stations. Recommend widening sidewalks in several places if feasible.

Bicycles:
No assessment of bicycle traffic or weekend bike traffic is in the report.
A 10 ft wide two-direction bike path is planned on one side of the loop parkway. No assessment of how much bicycle traffic there would be. This might be minimal during the week and relatively light -- compared to say, 1st or 2nd ave in Manhattan on weekends as well. A two-way bicycle lane is required to upgrade the roadway to NYC standards but it could also negatively impact traffic around the campus as only one through lane will be available and delivery trucks and other vehicles could block it.

Construction Period:
Construction period Phase 1 -- significant traffic south of the RI bridge and noise impact. Similar for phase 2. This could be mitigated by barging.
During construction, 100 spaces of parking provided. Motorgate will be used in addition, but it is not clear how this would be enforced -- workers would want to park in Southtown spaces. Also, no assessment of construction parking on Saturday or Sunday (when street parking is free). Construction worker cars could take up Southtown metered parking spaces

Conclusions:
There will be significant negative impacts:
- During construction due to trucks as well as parking issues for workers.
- Tram: a new schedule during AM would be necessary because of combined impact of South Town bldgs 7-9 and Cornell, after phase 2 at least -- no comment in report.
- Subway: some impact during AM peak hours.
- Bus: For Red bus, the impact depends on how many people park in Motorgate. Not clear if estimate is valid. No clear impact on Q102 island portion of the route but may be overcrowded

Getting to Roosevelt Island:
- Traffic: huge increase over existing Goldwater traffic during AM, midday, and PM peaks. Very likely significant impact on weekend traffic as Cornell faculty and students who own autos use them.
- Pedestrian: Some impact between Tram and subway stations but not much else.
- Parking: Even if Cornell builds a garage, it may be completely inadequate, especially after the buildout. There is no assessment of weekend impact, which is likely to be huge.

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CHAPTER 15 - AIR QUALITY

Reader Response:

>Located in a vortex of power plant emissions and bridge traffic pollution -- Roosevelt Islanders' concerns about air quality are understandable. The project describes many innovations -- some, as yet unformulated. So, in the spirit of inquiry we ask Cornell to go beyond estimates and formulas. Studying actual conditions and planning with site data can lead to reliable outcomes. Cited DEP monitoring stations (Queens. College, LES school, CUNY) far from RI, the plant and bridge may share broader impacts but they don't account for the unique RI setting.

>In particular, since the Ravenswood power plant has a (clean air) "non attainment" designation and is subject to RACT corrective regs, it is troubling that the DEIS states a decision not to factor in "background pollution" rates in their considerations. Yet, recent (8/12/12) plant documents identify many tons of toxic emissions. For years residents have worried about soot and ash on sills, odors, vibrations, etc. and queried whether the emissions are responsible for asthma and cancer rates on RI. It is important to plan for the health and well being of RI residents. Ignoring current conditions will not make them go away.

>So, do the "sensitive Receptors/Receptor Placements" referred to (see DEIS attached chart Table 15-6) --listed but not elaborated-- tell more about local conditions? Can Cornell share details of the operation of the devices, their recordings and the material content? Community sharing/analyzing of this material may help us understand the logic of not including background pollution in the project management.

> Pointedly, we're concerned about the possible impact of the project's fossil fuel stack plumes flow and whether RI residents down/up wind will be exposed to more (beyond the plant's) harmful emissions. In addition to the analysis of the "receptor" information, it seems important that specific wind pattern studies under actual local conditions (ie. Laguardia airport was the cited meteorological source although miles away) and typical weather patterns be conducted.

> We are interested in more details about the location, capacity, exhaust mechanism, refurbishment/upgrade and operation of the proposed natural gas input line.

>Any information and schematic detailing on the placement of the proposed geothermal wells (a remarkable technology) and related pump system venting would be useful information to share at this time.

> As described by neighbors earlier, we are concerned about the pollution impact of ongoing construction traffic -- barge delivery is vital.

>There is concern about additional vehicular traffic post construction and peak hour vehicular pollution levels. As well, folks have expressed concern about construction particulates (dirt blowing, asbestos, etc.) and inquired about plans for containment measures at the work sites. [Note: Cornell has indicated it will use contained vehicles for transport, but cannot absolutely guarantee that trucks will not disperse some toxic materials.]

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CHAPTER 15: AIR QUALITY continued

[#2 Reader]

[Response written by a pulmonary physician.]
This chapter deals with air quality and pollution as a result of traffic,construction and operation of the Cornell NYC Tech campus. The pollutants examined are: Carbon monoxide (CO), Nitrogen dioxide (NO2), Sulfur Dioxide SO2), Particulate matter (PM 2.5 and PM 10) Volatile Organic compounds(VOC),Ozone and Lead.

To determine the impact of the above pollutants during construction and operation of the Cornell campus, the authors of the Draft Environmental impact statement (DEIS), set up two monitoring stations at,
1. 36th Avenue and Vernon Blvd.
2. Astoria Blvd at 21st.street.

No indication of monitoring stations to be set up along Main Street, where it really matters

Using measurements and statistical analyses of pollutants in Manhattan and Astoria collected in previous years, the DEIS concluded that pollution from "mobile sources(traffic) in phase I and the full build of the proposed project would be below the applicable air quality impact criteria. It also concluded that stationary source (power plant) analyses would not have an adverse impact on air quality at those two locations and the island as a whole.

In my opinion this is a faulty analysis. It does not take a climate scientist to know that dispersion of gases and pollutants is different when comparing open areas such as 36th Ave. at Vernon Blvd. and Astoria Blvd. at 21st Street to Main Street.

Main Street is surrounded by buildings and acts as a canyon where pollutants and gases will accumulate and take longer to dissipate and therefore pose a greater hazard. <u>The air monitors should be placed on Main Street for the conclusions of the DEIS to have any validity.</u>

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CHAPTER 16 - GREENHOUSE GASES AND CLIMATE CHANGE

<u>Overview:</u>
Greenhouse gases; climate change; sea level rise and flooding; carbon emissions; and mititation through open space planning.

<u>Reader Response:</u>
I'm glad to read that the campus will be elevated in anticipation of sea level rise, but I believe that Cornell NYC Tech should be more strongly invested in protecting the entire island (the source, after all, for their infrastructure and community resources). Protecting Roosevelt Island from sea level rise can be addressed through more immediate concerns, such as flooding issues. In the wake of Hurricane

Sandy, the Roosevelt Island sea wall is more than ever in need of repair. In addition, mitigation of global carbon emissions can be addressed through using native plantings and grasses, an idea that would dovetail with the project's LEED credits and stated sustainability objectives.

Suggestions:
Cornell participation in fortification of the Roosevelt Island sea wall, and in devising landscape plan with native plants and grasses.Ideally, Cornell will landscape with NYS plants, organic, no pesticides.

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CHAPTER 17 - NOISE

Overview:
The noise analysis presented in this chapter focuses on the traffic-generated excess noise that would result from the operation of the proposed campus once construction is complete. It describes various construction parameters and best practices that are expected to reduce noise inside the campus buildings and the publicly accessible open spaces on the project site.

Reader Response:
What should really concern us is the noise, pollution and vibration generated by heavy truck traffic along Main Street during the construction phase (discussed in Chapter 20).
Noise is measured in decibels (dB) and the government mandates hearing conservation program for those exposed to 85 dB in 8 hours. A heavy truck at 45 feet generates a common noise level of 80-90 dB. Most trucks passing along Main Street would be about 20 feet from pedestrians on the sidewalks and therefore the noise level exposure of islanders would be much greater than 80-90dB.

In conclusion, I am not concerned by the noise generated by the campus once it is built and in operation. The urgent concern is the noise generated during construction by machinery on site (bulldozers,excavators, jackhammers) and most importantly, by heavy truck traffic down Main Street. This invariably brings us back to barging which would be the solution to the noise vibration and the health hazards associated with the toxic fumes generated by these trucks.

Our focus should be on banning heavy trucks from Main Street by using barges. Goldwater Campus was built using barges 75 years ago and most recently so was
Four Freedoms Park.

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CHAPTER 18 - PUBLIC HEALTH

Overview:
Public Health chapter focuses on noise and concludes that there is not much significant impact that would affect public health. "As described in Chapter 17, according to CEQR, a significant noise impact

occurs when there is an increase in the one-hour equivalent noise level (Leq(1)) of between 3 and 5 decibels A-weighted (dBA), depending upon the noise level without the proposed project. The CEQR noise thresholds are based on quality of life considerations and not on public health considerations. In terms of public health, significance is not determined based upon the incremental change in noise level, but is based principally upon the magnitude of the noise level and duration of exposure."

This chapter states: "Cornell would implement a noise mitigation plan as required under the New York City Noise Code: this plan would outline measures that would include a variety of source and path controls. (Reader's Note: this should be defined). Even with these measures, the analysis in Chapter 20 shows that during the construction period, significant adverse noise impacts would occur as follows:
* During construction of Phase 1, impacts would occur at open spaces along Main Street due to autos and trucks passing along these routes to and from the project site during the AM construction traffic peak hour (6 to 7 AM).
* During construction of Phase 2, impacts would occur at the Roosevelt Island promenades on the east and west sides of the Island adjacent to the project site and at South Point Park; these impacts would occur due to construction activities occurring on site. "

Reader's Response:
Clearly, noise will be a serious problem that will go on for years. And not just during peak hours: DEIS chapter 20 indicates passage of approximately one truck every 7 minutes all day long. Clearly, there is no mitigation plan and no obligation to create one. **A very troubling footnote** to this chapter points out that " the residential and public school buildings along Main Street all have doubleglazed windows and a means of alternate ventilation (i.e., air conditioning), and would be expected to achieve between 25 and 35 dBA of attenuation. **It seems that closed windows and air conditioning will be necessary** in Phase 1, on Main Street -- which is the community's only street, where most residents live, and where our children attend school. This is not acceptable. Cornell must barge construction materials.

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CHAPTER 19: NEIGHBORHOOD CHARACTER

Overview:
Neighborhood character defined as an "amalgam of various elements that may include land use, socioeconomic conditions, open space, historic and cultural resources, urban design, visual resources, shadow, transportation, and noise. Primary study focuses on project site and Southpoint Park, Sportspark and Four Freedoms Park. Secondary study is area north of 59th Street Bridge. Shouldn't the focus be on the north area, where most residents live?

Reader Response:
Contradictory and circular statements, concluding that: "Overall, the combined effect of changes to the defining elements would not create a significant adverse impact on neighborhood character." Conclusions dealing with traffic and noise are distressing.

Traffic:

"Proposed project is not expected to result in significant changes to the neighborhood character of the secondary study area in either 2018 or 2038. The Queensboro Bridge acts as a physical barrier that would inhibit proposed project from substantially altering the well established character of the area north of the bridge. While street level activity would change due to additional pedestrian and vehicular traffic... the additional street level activity would be concentrated in areas of existing activity such as Main Street and area adjacent to the subway station, and would not be considered a significant adverse neighborhood characteristic." **Reader's note: Truck traffic will originate at Roosevelt Island bridge at northern end of Island and travel full length of Island.** DEIS reasoning is that trucks are ok on Main Street because Main Street already contains vehicular traffic. No mention of how wide, long, and heavy trucks would be, or how bridge serves as "barrier," since it spans water, not land.

Adverse impacts at two intersections:
Study cites adverse impacts at West Road and Main Street and Bridge Ramp and Main Street. Mitigation measures "have been identified" and would include new traffic signals and will be further reviewed for final EIS by RIOC and NYCDOT. However: if mitigation measures are not implemented, nothing else is proposed. Study also concludes that proposed mitigations, whatever they are, or are not, will not negatively impact neighborhood character. How can one truck every seven minutes on the sole vehicular street not impact community character?

Q102 Bus Service: study concedes significant adverse impacts during peak periods, which could be mitigated by adding additional peak period bus service.

Noise:
Study states that while noise levels in study area would increase due to increased traffic the magnitude of increases would be imperceptible or barely perceptible to most listeners and below CEQR technical manual thresholds for significant adverse noise impact. How can noise from one truck every 7 minutes on Main Street be barely perceptible?

Mitigations/queries:
>City Environmental Quality Review says that designation of neighborhood character impact is "rare," and that a significant impact in one area is not automatically equivalent to significant impact on neighborhood character. But what is truly rare is the 25-year construction of a complex covering more than 2 million square feet and featuring 30 foot tall buildings on a small island with a population of 14,000. *This rarity should mandate a higher standards.*

>Mitigations for traffic impacts are superficial, citing only traffic signals, left to Cornell discretion, and, if deemed not feasible, need not occur at all. Where are specific strategies and assurances? Mitigations do not include transporting materials via barge.

==========

CHAPTER 19: NEIGHBORHOOD CHARACTER continued
[#2 Reader]

Overview:
Chapter 19 states that the impact on neighborhood character will be positive, but defines the neighborhood as south of the Queensboro Bridge. This is an unacceptable definition of neighborhood. Cornell will not exist in a vacuum, and the 14,000 people living north of the Bridge are a part of that Island neighborhood. Chapter 22 (Mitigation) claims that all the traffic problems can be solved with traffic signals. Really? There is no discussion of repairs to our aged bridge helix ramp, no discussion of damage to Main Street (which is built on sand), no discussion of the simultaneous construction of Southtown buildings 7, 8 & 9 (these shouldn't be separate EIS discussions), and no discussion of using barging demolition detritus off-Island and construction materials on-Island to mitigate these impacts. FERI managed to barge 7,700 tons of stone on Island, without incident, and within a $45M budget.

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CHAPTER 19: NEIGHBORHOOD CHARACTER continued
[#3 Reader]

Overview:
Fitting in with the neighborhood concept.

Reader's Response:
I believe the new campus would fit in Roosevelt Island's neighborhood character, which has historically manifested as a jumble of land uses and innovative new projects. However, attention should be given to how the new campus fits with Roosevelt Island's neighborhood concept. The island is a planned community, and its ideals fit in well with sustainability values. Evaluating how the new campus fits in with Roosevelt Island's identity as a mixed-use, mixed-income, pedestrian-oriented, green community is important, as is actively supporting all of these ideals.

Suggestions:
Analysis of Roosevelt Island as a planned, sustainable community, and how the campus would enhance its identity as a mixed-use, mixed-income, green, pedestrian-oriented community.

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CHAPTER 20 - CONSTRUCTION (includes barging)
Note: This first memo from Adek Apfelbaum is a repeat of the open.

[Adek Apfelbaum, an Island resident and cost engineer, is analyzing relevant material; his comments also appear at the beginning of this report.]

To: City Planning Commission
From: Adek Apfelbaum

Re: The Cornell NYC Tech Complex

Date: Feb.02/13

As a Construction Consultant and Cost Engineer for almost 60 years, I hereby confirm that I am totally IN FAVOR of the Project, with few but very important conditions and reservations which I have reported on several occasions. The horror stories one hears about Construction planning and budgeting are all true. Any major Project is subject "Murphy's Law." We, the Island residents, wish to minimize management-created mistakes by working with Cornell and pointing out flaws in the early stages of planning. I offer to supply Cornell my many years of Construction Experience to lubricate the Construction Process for the good and safety of the Island's Residents and the progress of this monumental Complex. Those of us who understand the complexity of such an undertaking wish to realize this grand Plan for our City in a cooperative, not confrontational spirit.

Accordingly, when my neighbor, Ms. April Ward, asked me help her review the construction Impact Statement; I agreed if she took on part of this task. She did and I publicly thank her for it. My attention turned to several major flaws in Cornell's Plan. The most and detrimental part of their envisioned process stood out more than others.

First Observation:
Firstly, this Complex will require 300,000 to 500,000 CY of ready mix (2,100,000 SF:3= CF:27 =cy PLUS 50 T0 58% for footings and columns =+/-300,000CY). Logically, shipping ready-mix, which is mostly water, to an island is counter- productive. No allowance was found for returned (rejected) truck loads or traffic problems. Also, no allowance is provided for the long term damage to the bridge, our only street, project delays and danger to walking elderly and disabled. We have repeatedly suggested to Cornell that they follow the trend of The US Army Corps of Engineers to minimize diesel pollution, traffic tie-ups and vibration damage by setting up a temporary Batch Plant and import raw materials on barges. This simple process will eliminate many of our concerns and benefit the Project by having a steady supply of concrete. Barging of raw materials is totally feasible and absolutely mandatory. The argument that the run off is environmentally damaging is totally untrue; a containment, gunite ring, is standard and, if concrete saturated water is dangerous (an argument often presented), then no foundation could ever be put in place. The idea to put a mixing plant will eliminate many of our concerns and would benefit the construction process. This suggestion is "being considered" but apparently not too seriously. We have yet to get a commitment that it is part of the revisions to Cornell's approach. Barging of raw materials will benefit the project and the Islanders expressed concerns. It will:

a) eliminate traffic congestion/pollution
b) eliminate long-term damage to the Island's access
c) avoid potential traffic accidents.

Second Observation:
To be able to correctly predict time and sequencing, one must create a C.P.M. sequential schedule based on the Critical Path Method and include contingencies for unforeseen conditions. A commonly used program for this purpose is "Primavera". Again, this writer can assist if Cornell wishes.

Third Observation:

The RICC group which the Islanders organized needs to have a direct involvement in the development of the final Design. That involvement must include participation in the planning meetings and ability to suggest acceptable management solutions.

Fourth Observation:
The Cornell Planners, with our input, must assure that the Plans and Specs are complete, leaving the Contractor(s) little room for self-serving interpretations.

Fifth Observation:
During construction, Cornell should allow periodic site inspections by the RICC to assure that all promises are being honored.

Sixth Observation:
The Islanders would like to insure, by virtue of their input, that all construction Contractors are bound by the General Conditions to be environmentally responsible and may not take short cuts. Accordingly, RICC wishes to have access to the written agreements with the Contractor(s) and sub-contractors and be able to provide assistance to Cornell in Change Order reviews and negotiations. Budget allocation and Cost Control is a very important factor in Project Planning.

We, the Islanders, have an interest in assuring that the cost implications are scrutinized and, therefore, offer our assistance with Change Order reviews and negotiations. Budget allocation and Cost Control is still a very important factor in project planning. The Islanders have a vested interest in assuring that the cost implications are scrutinized. And, therefore, must participate in every aspect of the planning and execution of the Complex.

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CHAPTER 20: CONSTRUCTION
[#2 Reader]

>The words "clean and dust free " should be in agreement, using Community's definition
>Cornell makes a big point of drilling more than 400 geothermal wells, but never says where; usually, if site is near water, developers simply run hose into river; this much drilling in small space is unwise; maintenance is prohibitive.
> There will have to be some trucks, meaning that bridge and helix will absolutely be damaged by vibrations. Cornell not now including this damage as part of their costs; nor have they acknowledged costs of downtime when bridge and helix are out of commission
>Dock must have a dockmaster to ensure smooth functioning of boats docking and departing; responsible for inspections, repairs
>Excavation: add "piles" to "rocks" (must have something stable to build on)
>Question: what happens to tram station and subway if they use demolition? Not mentioned at all. Answer: there are many restrictions in NYC; must have clearances; we might want to include time frame for repairing any breakage.

==========

CHAPTER 20: CONSTRUCTION continued
[#3 Reader]

Overview:
This chapter of the DEIS describes the city, state and federal regulations that govern construction and concludes that the "proposed project would result in significant adverse construction impacts related to transportation and noise on open space"
>Construction of the Cornell NYC Tech campus will start in 2014 and conclude in 2037 if everything goes according to plan.
>This means that island residents will be living on-and off in a construction zone for 25 years or more.
>Hours of Work: 7:30 AM to 3:30 PM on most work days.
>Heavy duty trucks weighing up to 36 tons will be used to remove debris and bring in construction materiel.
>Cornell estimates 40,000 truck round trips for phase 1 (i.e.86 daily truck trips) down Main Street.
>These Diesel burning trucks spew air pollutants such as Carbon Dioxide, Nitrous Oxides and Particulate matter of varying sizes.
>Because Main Street is surrounded by buildings, dispersal of these pollutants will be slowed thus exposing island residents for longer periods of time.
>The DEIS mentions barging only once and concludes in the same short paragraph that "no practical and feasible methods of barging have been identified at this time" i.e, barging is not being considered seriously.
>On the positive side,the abatement (removal) of hazardous materials such as asbestos, lead containing paint, PCB etc. would be according to strict NYC, NYS and Federal regulations so as not to expose island residents to these harmful substances. .

Environmental Effects of Project Construction Activities:
The DEIS describes potential construction impact with respect to transportation, air quality, noise, vibration, hazardous materials,natural resources and open space.
Traffic: Phase 1 construction trip generation: see table 20-4. In addition to current traffic on Main Street, the DEIS estimates an additional DAILY truck and car traffic of 850 between the third quarter of 2014 and the fourth quarter of 2016. To mitigate the effects of this heavy traffic, the DEIS proposes certain measures which may or may not work..
Air Quality: The DEIS concludes that air quality would not suffer during the construction phase. This is based on maximum 8 hour average for Carbon Monoxide and maximum predicted 24 hour particulate at Vernon Blvd. and 36th. St and Main St. at West road/east road.
Noise: "No significant adverse noise impacts" would result from construction noise at the project site; however the open space areas along Main Street would experience SIGNIFICANT adverse impacts.
Vegetation: A total of 132 trees comprising 26 species are found within the project site. Construction of phase 1 would result in the clearing (cutting) of most of the trees and other vegetation.The DEIS states that it is estimated that approximately 90 of the 132 trees would require removal.
Open Space: South Point Park and Four Freedoms Park will remain accessible most of the time during the construction phase of the project.

DEIS Conclusions:
DEIS concludes that the "proposed project would result in SIGNIFICANT adverse construction impacts related to transportation and noise on open space." " During phase 1 construction of the proposed project, SIGNIFICANT adverse impacts are expected to result for traffic and transit conditions. During phase 2 construction, SIGNIFICANT adverse impact are expected to result for traffic, transit and pedestrian conditions".
"No significant adverse air quality would be expected due to on site construction activities." The effects on air quality especially on Main Street resulting from the additional truck and car traffic is not mentioned.

Reader Response:
This chapter goes into great detail about traffic, parking, air quality, noise, vibration and hazardous materials at the construction site and the mitigating measures involved, but no mention about the effects of truck traffic on the residents of the island especially those living along Main Street.

Also not much is said about heavy truck traffic on the Helix (ramp) and the roads of the island. The helix needs much needed repair and if it is damaged then the island will be cut off from vehicular traffic for weeks , maybe months. That means no ambulance, food delivery, no school buses. This is not a risk we should be taking.

We are being asked to endure, on and off, the hazards associated with the construction of the Cornell campus for the next 25 years or more. Please note: Cornell construction would coincide with the construction of three residential buildings in South Town.

THE GOOD NEWS IS THAT THERE IS A SIMPLE SOLUTION TO THIS PROBLEM.

The solution is to use barges and truck ferries between R.I. and Queens:.
Loaded trucks would roll on and off the ferries at either end thus avoiding Main St. and sparing us the health and environmental hazards associated with truck traffic. The trip would take 10-15 minutes over the east channel. A dock under the Queensboro Bridge already exists, although in disrepair, it might be viable with modifications. Cornell says that barging is expensive but neglects to mention that New York State and NYC are contributing 100 million dollars of our tax money for the project.
No to trucking -- yes to barging.

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CHAPTER 21: ALTERNATIVES

Overview:
Chapter cites alternatives defined by City Environmental Quality Review (CEQR) Technical Manual--those that are feasible and can potentially reduce, eliminate, or avoid impacts while meeting "some or all goals of the project." Two types of alternatives: 1) "no action" alternative and 2) "no unmitigated

significant adverse impact alternative," which looks at whether significant adverse impact could be avoided regarding Goldwater Hospital, traffic, and construction periods.

Reader Response:
There are areas of adverse impact (traffic, construction) that might be avoided or mitigated--but will not be--if this means impeding speed or size of project. "Such limited development would not meet the long term goals and objectives of the proposed project."

Transportation:
Project would result in significant adverse traffic impacts "at a number of intersections." Study claims these would be mitigated with easy measures: signal timing, new traffic signals. Some aspects considered unmitigable. Also adverse impacts to Q102 bus and Red Bus. Not mentioned: transportation means trucks of unnamed dimensions carting tons of construction materials across RI bridge, down ramp and through Main Street.
Noises on Open Spaces: During phase 1, open areas along Main Street would experience noise level increments during peak hours, AM and PM, up to 6.21 dBA due to trucks and workers. (CEQR recommends 55dBA L10(1) noise level for outdoor areas requiring serenity and quiet.) Additional review of potential mitigation measures to be undertaken.
Construction noise: no feasible mitigation measure to reduce construction noise levels to below the 55 dBA L10(1). Noise level from bridge is already at this level.

Mitigations/Queries:
> New York University EIS defines "heavy truck at 30 feet as 80-90 dBA, and "light car traffic" is defined at 50-60 dBA at 30 feet. Another source defines conversation in restaurant at 60 decibels. And CEQR recommends 55dBA L10(1) level for outdoor areas requiring quiet. How do these diverse figures translate?
> With trucks used for transport, won't Roosevelt Island Experience 80-90 dBA?
> As currently stated, traffic mitigations are shallow; it is difficult to believe that these mitigations would alleviate congestion, noise, pollution, or danger of damage to helix and Main Street

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CHAPTER 22: MITIGATION

It is unacceptable to have areas in DEIS that have no mitigation options. Cornell must provide solutions or alternatives to issues such as traffic, trucking, construction, air and noise pollution. Please refer to readers' many suggestions for mitigations throughout this document.

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CHAPTER 23 - UNAVOIDABLE ADVERSE ASPECTS

Throughout the DEIS are numerous instances of "unavoidable adverse aspects" -- which readers do not believe are unavoidable. These include but are not limited to: traffic, air quality, construction

process, pollution, and damage to the community from construction transportation. One example is the "unmitigable" impacts in locations in Long Island City from the trucking. (21ST and Broadway and all along Vernon Blvd.) All this could be solved by barging.

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CHAPTER 24: GROWTH INDUCING ASPECTS

Overview:

Chapter 24 concerned Growth-Inducing Aspects of the Proposed Actions, and was mercifully short but contradictory. One example: "The new uses are not expected to induce substantial additional growth within any specific neighborhood outside of the project site," but then concludes that "...the proposed project is expected to induce significant new growth in the surrounding area." Which is it? How are they defining "the surrounding area?"

Reader Response:

This chapter is ambiguous and not particularly rigorous, if the intention is to cite environmental impacts and not just to greenlight the project.

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End of document

Roosevelt Island
Community
Coalition

RICC

The Voice of Roosevelt Island Organizations Including the Roosevelt Island Residents Association

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New York City Planning Commission
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February 14, 2013

Dear Commissioners:

The Roosevelt Island Community Coalition (RICC) represents thirty five Island organizations, including the Roosevelt Island Residents Association. RICC and our community want to thank the City Planning Commission for your thoughtful consideration during the February 6th public hearing of the Cornell NYC Tech project. Commissioners asked questions about issues that we are pleased to address and we offer some additional information that we feel is important for you to consider.

One Bridge, One Ramp, One Street

Since it is difficult to accurately gauge the number of truck trips per day, RICC will use Cornell's estimate of 86 trucks per day. Translation: one truck every 7 minutes traversing the Island's one bridge, one ramp, and one street. The helix-shaped ramp that leads traffic off The Roosevelt Island Bridge provides the only access through which emergency vehicles travel. It is located directly across the street from a school. Further, it is limited in width; large construction vehicles will likely obstruct two-way traffic, creating unacceptable levels of congestion, noise, and noxious fumes. In addition, we are extremely concerned about the structural integrity of the helix that is not supported by either the City or State of New York.

Transport of Construction Materials: Our Urgent Goals

1. On-site cement plant*
2. All materials transported by barge
3. RICC involvement with planning, budgeting, and inspections

* We checked with several large suppliers who are willing to put up a temporary mixing plant and bring in raw materials by barge, an example of that is attached. (Addendum # 1)

Results of barging will be: reduced air and noise pollution, no long term damage from truck vibration, no danger of transporting hazardous materials through our cavernous, residential Main Street, an efficient way to import structural steel, and subsequent avoidance of legal conflicts and change orders, all of which are vital concerns to our community. Although Cornell has discussed use of barges, there is no commitment, no determination regarding the extent to which they will do so, and no time frame proposed for their decision. This puts an extraordinary burden of trust on Roosevelt Island.

A Brief History of Construction Materials and the Roosevelt Island Bridge

Construction of Roosevelt Island has a history of complications. For example, completion of the Roosevelt Island Tram reconstruction was delayed because the Roosevelt Island Operating Corporation (RIOC) had difficulty transporting materials, including a crane, over the RI Bridge due to NYC DOT weight restrictions. This project had a timeline of six months but took nine months, a 50% delay, because the builders were not aware that the cranes needed to do the job could not be transported over the bridge. The crane had to be barged (Ad. #2). Cornell has said that this would not be an issue for them, but two separate engineering studies, done for the Tramway project, concluded that there would be no problems and they were wrong. It is certainly possible that Cornell will run into similar problems which could cause delays and also compromise the structural integrity of our vital helix and Roosevelt Island bridge.

Oversight

In response to Commissioner Cantor's suggestion of a "construction czar," RICC welcomes oversight and respectfully requests that an independent entity, from outside Cornell and NYC government, be involved and partner with a RICC-selected construction expert.

Construction Concurrent with Cornell NYC Tech

There are plans to construct buildings #7, 8 and 9 of Southtown at the same time as the Cornell complex and they will add as many as 2,000 more residents. The developers, the Hudson and Related Companies, had agreed to barge materials for the early stages of their development and then did not. The Roosevelt Island community wants a binding commitment to barge. The combination of three new residential buildings plus the Cornell complex creates a mammoth construction event on a small island.

Construction-Related Noise

Early morning noise will be a hardship for many – especially our large population of elderly and disabled residents. Even if truck trips were eliminated by barging, the DEIS indicates that there will be heavy construction-related traffic and noise, especially during early morning hours. If Cornell does not honor RICC's request for a later start time (8 or 9 AM) and no work on weekends, then we ask Cornell to install noise-reducing windows in buildings facing Main Street and south, a mitigation that has been provided by developers in the past under similar conditions.

Please note that according to a Crain's New York Business article (11/30/12), Cornell plans to build twice as fast as originally agreed to with the City (Ad. #3). Therefore, shortening the work week by a few hours should not create undue hardship or endanger Cornell's compliance with contractual obligations.

Cornell Refusal to Support Island Infrastructure

Cornell NYC Tech has consistently stated that it will provide no financial assistance for anything except for minor projects that fall within their educational vision. As was made clear on February 6th, Roosevelt Island receives no support for essential community services from either New York City or New York State. Infrastructure, essential services, and the maintenance of Island parks and grounds that will be utilized by the Cornell population are financed solely by residential ground leases and rentals of retail space and playing fields. Additionally, the Island's recreational facilities will be stretched thin with a larger population, and will need increased maintenance, staffing and equipment.

Cornell's contribution to the operating budget of the community must be assured in order to sustain the integrity of Roosevelt Island and the safety of its residents. Prior to embarking on construction, that contribution should be calibrated to perpetually reflect future population growth created by the Cornell complex. Unless this formula is stated at the outset, there is minimal likelihood of securing a proportionate share of income as Cornell's population increases.

Public Purpose Fund

Roosevelt Island's Public Purpose Fund exists to help create and support the Island's organizations. The Fund is supported by the Roosevelt Island Operating Corporation and is essential to sustaining residents' quality of life. If, due to Cornell's presence, the Island struggles to support basic services, the Public Purpose Fund will be the first budget line to disappear.

Note: Cornell has made it clear that Island infrastructure and Public Purpose Funds are not their concern. Contrast this to Columbia University's grant to the West Harlem Local Development Corporation of $76 million to address neighborhood needs (Ad. #4).

Public Safety

Cornell has not discussed the Island's Public Safety Department's (PSD) needs nor has it sought to determine PSD's interface with NYPD through discussions with the Director of the Public Safety Department. Cornell has indicated planned discussions with NYPD, but has not stated their intention to include Public Safety or members of the community in those discussions.

As the Commissioners know, Roosevelt Island policing services are provided by the Public Safety Department on Roosevelt Island with only minimal policing (one patrolman on three, eight-hour shifts per week) by the 114th Precinct in Queens. PSD's oversight has enabled this socially and economically diverse community, to enjoy a low level of crime.

Roosevelt Island needs a financial infusion to its operating budget to insure that the same per capita

quality of service is provided when Cornell increases the Island's population by at least one third. The community believes that the involvement of Technion University, a potentially politically controversial development partner, also indicates the need for increased security Island-wide, not only on the Cornell site.

The NYPD determined that the security concerns of Yeshiva University warranted two, full-time police officers around the clock, in addition to Yeshiva's own private security force. Owing to the location of Cornell-Technion's campus, situated on an isolated island, directly opposite the Keystone power plant, adjacent to the 59th Street Bridge and the Tramway, and directly opposite the United Nations, we believe there is potential for the campus and the Island to be targeted for terrorism. This increased vulnerability demands more security for our community.

We ask that the City Planning Commission encourage NYPD and other emergency services agencies to do a full emergency services study for Roosevelt Island based on the change in population and increase in security needs.

Transportation and Parking

Given that a new Cornell-related population will be living on Roosevelt Island, commuting, and visiting here, the community will inevitably experience increased ridership on the Island's Red Bus service, Tram and F train. We will also experience an increase in the number of cars on the Island, driven by Cornell personnel who live on or off campus, and by visitors to Cornell's Executive Education Center and to its co-location offices.

Cornell NYC Tech has requested zoning that will eliminate the underlying parking requirement and replace it with a maximum of 500 permitted, but not required spaces. We believe the new zoning text language of "up to 500 spaces" is not adequate. The thinking is that eliminating required parking space will discourage the presence of cars. The Roosevelt Island community believes that this does not reflect real life

Cornell's Executive Education Center will feature conference facilities and include a 225-room hotel. Hotel patrons alone, at the rate of one parking space per room, could use half of the "up to 500" on-site parking spaces cited in Cornell plans. In addition, Cornell's co-location offices will contain 2,000 employees (Ad. #5) and will attract continual visitors and cars. Cornell faculty, students and campus staff will also want daytime parking.

In its 2009 study (Ad. #6), the MTA noted that the F train was one of the most crowded train lines in New York City. Overuse of our only subway line by discouraging driving to Roosevelt Island is not a solution. Our residents already have difficulty commuting to their jobs.

The Island's Red Bus service, which traverses the Island, will experience increased ridership created by the Cornell population. The Cornell project will increase usage of this service and will likely require expanding the Red Bus' route to include the Cornell site. (Please note: as of this writing, Cornell has verbally agreed to cover the costs of additional Red Buses.)

To accommodate the new Cornell population, RICC urges the following plan:

1) That Cornell provide sufficient on-site parking spaces (no less than 500) to accommodate the Executive Learning Center's conference rooms and hotel, and visitors to the campus and co-location centers.

2) Especially for the Cornell population who will live on the Island, that Cornell finance additional parking spaces in Motorgate parking garage when a specific threshold of need is reached, and conduct an engineering study to determine if additional floors can be added. (Currently, there is room for a fourth quadrant).

3) That Cornell and the RI community develop an objective formula that measures use of both parking space and Red Bus service, so that when these measurements increase, Cornell will be obligated by prior agreement to take appropriate action: i.e., build more parking space, subsidize more buses. An independent advisor should devise this formula.

4) That the City Planning Commission ask NYCEDC to include Roosevelt Island as a priority ferry stop in its upcoming second phase RFP for East River Ferry Service. We also ask that City subsidies that are available for a ferry dock be set aside for Roosevelt Island and that Cornell help to subsidize this endeavor. (RIOC recently completed a ferry dock study that was part of our original testimony.) Ferry Service benefits the Cornell Complex, but will also help alleviate many of the transportation concerns for students, residents, and faculty traveling on and off the Island and throughout the City. It is the simplest and least expensive transportation solution for Roosevelt Island.

Traffic Analysis

As previously stated, Roosevelt Island has only one street. But our pedestrians cross Main Street at many locations and their safety must be protected. We have a high proportion of elderly (ACS estimates for 2011 indicate 20.7% over age 62 and 17.8% over age 65), disabled (the Island was specifically designed to mainstream this population), and children, including a school for the emotionally disabled who, due to poor impulse control, cross the street with less care than others. The Department of Transportation must be engaged to determine the actual needs that this unusual aspect of Island traffic presents. Perhaps a traffic simulation study is needed.

Energy/Steam Plant

When Goldwater Hospital is demolished, the R.I. Steam Plant will be decommissioned and HHC will have to find a new source of energy for Coler Hospital. Cornell has verbally agreed to participate in a study of adaptive re-uses of the Steam Plant and we request that Cornell explore the possibility of co-generation or other sources of low-cost energy for the entire Island. For this purpose, we ask that the CPC encourage HHC to work with Cornell to update the energy study completed in 2008. (Ad. #7)

Conclusion

Because of our unusual political, financial, and geographical situation, Roosevelt Islanders fear that this wonderful community, created on the ideal of a genuinely mixed population, will be overwhelmed by the Cornell-Technion project, and New York City itself, in their understandable desire to implement a visionary project.

The Roosevelt Island Community thanks you for your close attention to our issues, and for your insightful questions and ideas. We hope you will assist us in our quest to secure the basic considerations needed to sustain our community. We, of course will be happy to respond to further questions you may have.

Thank you.

Thank you.
Ellen Polivy Co-chair
212/750-6242, elpolivy@gmail.com
Jonathan Kalkin Co-chair
ricommunitycoalition@gmail.com

Addendum #1 Cement Supplier letter

Addendum #2 http://rooseveltislander.blogspot.com/search/label/crane%20permit

Addendum #3 http://www.crainsnewyork.com/article/20121130/REAL_ESTATE/121139994

Addendum #4 http://www.nytimes.com/2013/02/06/nyregion/an-evolving-west-harlem-is-portrayed-in-grant-requests.html?_r=0

Addendum #5 See DEIS page 12-6, Table 12-2

Addendum #6 http://cityroom.blogs.nytimes.com/2009/10/09/on-the-f-train-the-mta-confirms-what-riders-know/

Addendum #7 http://old.nyc10044.com/wire/2822/PowerStudy.pdf

Jenna
CONCRETE CORP.
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BRONX, NY 10472
TEL.:(718) 842-5250 • FAX (718) 589-3446

February 14, 2013

Statec International NY

Re: Cornell University Project
Roosevelt Island, New York

Dear Adtek,

Jenna Concrete is very much interested in participating in the supply of concrete for the Cornell NY Tech project on 12 acres on Roosevelt Island.

We understand that the requirements for supply include manning an onsite production plant and making available ready mix concrete trucks to be used at the production plant. We will arrange for supply for all raw materials to the extent possible by water. We acknowledge that a docking facility sufficiently sized and structurally capable will be made available and provided by the successful general contractor.

We will begin to investigate all possible means of having these materials delivered by water since this is not an ongoing practice in this geographic area. This will include meeting will all potential vendors and ascertaining their interest in meeting this criterion and supplying this project with the raw material requirements.

The design of concrete mixes required on the project and the source of materials for those mixes will be determined once arrangement with interested vendors is ascertained. A NYC Building Department Licensed Testing Laboratory will be put in place and manned by Jenna Concrete on site to assure Quality Control of all concrete produced on site.

Any pricing per cubic yard will be determined at a later date pending the cost of these raw materials and getting them delivered to Roosevelt Island and the trucking charges associated with placing the concrete.

Please keep in mind that the coordination of this venture is fairly complex and will take time to arrange all the details. We would like to meet with the decision makers at your earliest convenience.

Very Truly Yours,

Carl Adler
Sales Manager

October 9, 2009, 4:54 pm

On the F Train, the M.T.A. Confirms What Riders Know

By MICHAEL M. GRYNBAUM

The F train is slow, prone to delays, frustrating for riders and generally an overstuffed, oft-diverted mess.

Typical complaint from a weary straphanger? Nope – that comes straight from New York City Transit. After a detailed review of the 27-mile line, examining everything from litter on the seats to how many stations are skipped each week, the transit agency came to the same conclusion as the train's long-suffering commuters: The F is grade F.

In a 25-page report released on Friday, the officials say they can do something about it.

Look for snazzy new cars – the spruced-up R160s, with digital read-out displays and spacious seating layouts – to become the norm for the F, as officials phase out the line's oldest cars. Many of the 1970s-era orange cars currently running (the ones with the awkward perpendicular seats) will be replaced over the next year. Older car models had been causing more delays and breakdowns along the route, which has one of the worst performance records in the system. Only half of F trains were on time in July, according to the latest statistics available.

The F train's timetable, which had not been revised since 2001, will be reviewed to better serve the line's ridership, which has grown by about 15 percent since 2004. Overcrowding has been a consistent problem; more than a quarter of the trains that pass through Roosevelt Island toward Manhattan during the morning rush are packed above capacity.

Conductors will be ordered to stop skipping stops in the Brooklyn direction during the evening rush, a problem that had prompted all manner of customer outrage.

Construction and repair work, the root cause of those confusing weekend and late-night service delays, will be made more efficient to avoid egregious service disruptions. One idea: splitting late-night service into two segments to avoid interference from other trains and to better isolate parts of the track that are being repaired.

"We should start seeing improvements this month, and more significant improvements as we begin next year," said State Senator Daniel L. Squadron of Brooklyn, who requested the report

after a constant stream of complaints from his constituents. (Perhaps the most shocking: Some Brooklynites said they preferred the G train.)

Mr. Squadron praised the Metropolitan Transportation Authority, which delivered the report within three months of his request, for admitting the line had problems.

"They're honest about putting facts behind what we already knew: that the F line is not working," the senator said.

Express service in Brooklyn, a long-held dream of F train advocates, will not be able to start until 2012, when a large-scale renovation of the Culver viaduct is complete. "But this report shows there's a whole lot we can get done before then," Mr. Squadron said.

The report contains a trove of tidbits, performance indicators, and statistics about delays, construction work, cleanliness, skipped stations, and other aspects of the F line, the second-longest in the system. It's available here:

"We are taking direct action to improve performance in an area where customers have not been receiving good value," said Jeremy Soffin, a spokesman for the transportation authority.

Table 12-2
Solid Waste Generation of the Full Build Out of the Proposed Project

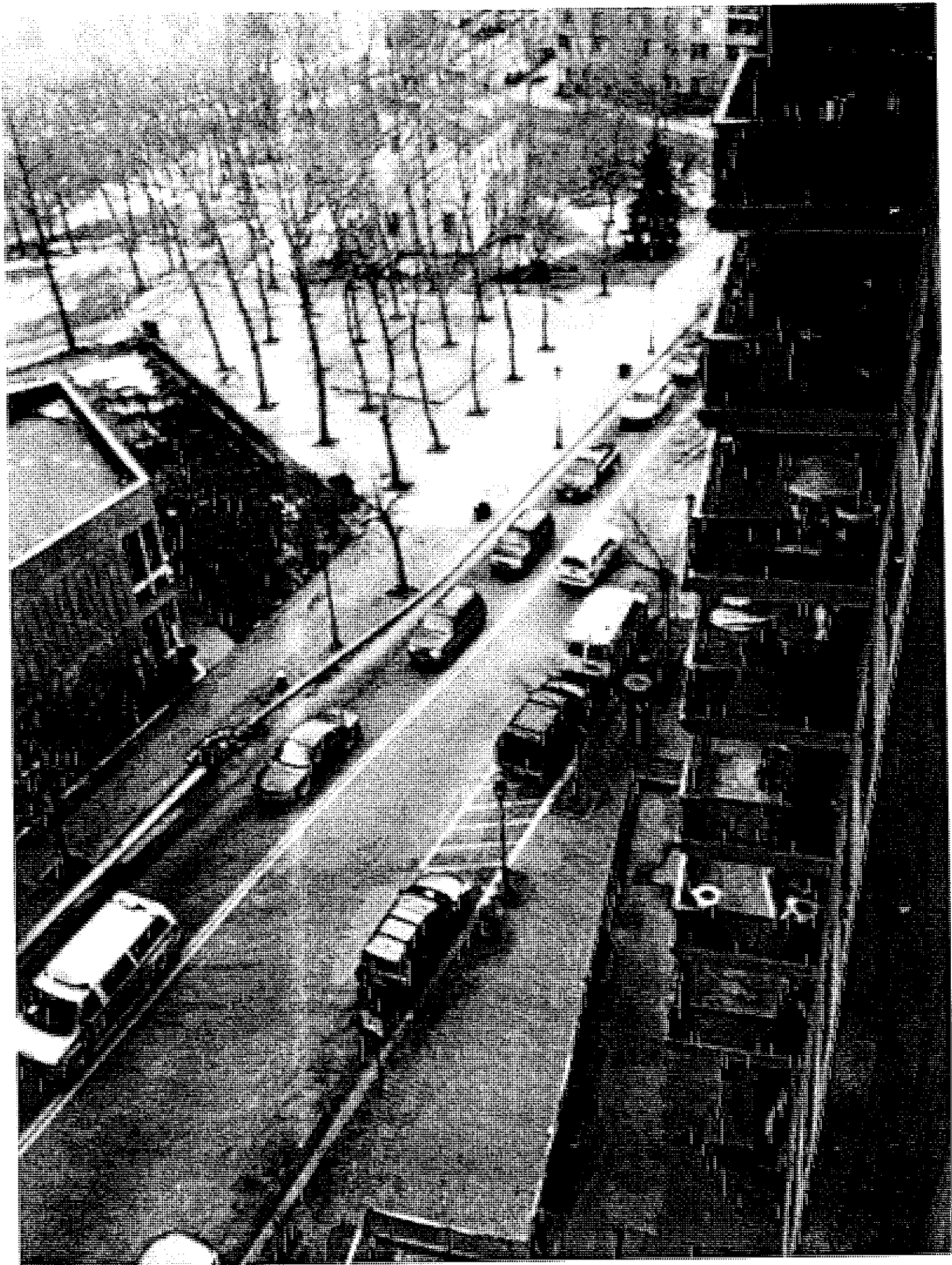
Use	Size (area or units)	Solid Waste Generation (lbs/week)[1]
DSNY Collection		
Academic	620,000 gsf	41,639[2]
Leadership and Faculty Housing	246 units	10,086[3]
Student Housing	1,392 students	23,664[4]
Utility Plant	40,000 gsf	1,440[5]
	DSNY Subtotal	*76,829*
Commercial Carter Collection		
Corporate Co-location	500,000 gsf	26,000[6]
Executive Education Center	170,000 gsf	7,275[7]
Retail Uses	25,000 gsf	5,925[8]
	Commercial Carter Subtotal	*39,200*
	TOTAL:	**116,029**

Notes: [1]Solid waste generation rates based on Table 14-1 of the *CEQR Technical Manual.*
[2]Assumes an academic population of 3,203 at a rate of 13 pounds per person.
[3]Assumes a rate of 41 pounds per household.
[4]Assumes a rate of 17 pounds per student.
[5]Assumes 6 workers at a rate of 240 pounds per person.
[6]Assumes 2,000 workers at a rate of 13 pounds per person.
[7]Assumes 97 workers at a rate of 75 pounds per person.
[8]Assumes 75 workers at a rate of 79 pounds per person.
Sources: Cornell University; *CEQR Technical Manual.*

The new uses introduced by the full build out of the proposed project would be expected to generate solid waste equivalent to approximately three DSNY truck loads per week and less than two commercial carter truck loads per week. This minimal increase would not overburden existing DSNY or commercial solid waste handling services. In addition, the proposed project would include waste reduction measures that would decrease the incremental demand on DSNY services. As discussed in Chapter 1, "Project Description," sustainability principles would influence the design of the proposed project by focusing on recycling, minimizing waste, and sustainability strategies for the specification, construction, operations, and maintenance of the proposed buildings and public open spaces. The proposed project would be built to LEED Silver certification specifications, which contain provisions regarding recyclables and construction waste management. Thus, the full build out of the proposed project would not have a significant adverse impact on the city's solid waste and sanitation services.

F. CONCLUSIONS

No significant adverse impacts on solid waste and sanitation services are anticipated as a result of the proposed project. The project site is served by an existing system of solid waste collection and disposal services provided by DSNY and by commercial carters. The net increment of solid waste under the proposed project would be a minimal addition to the city's solid waste stream, and the proposed project would include sustainability measures that would reduce waste generation. Therefore, the proposed project would not result in a significant adverse impact on solid waste and sanitation services and would be consistent with the city's SWMP. ✱



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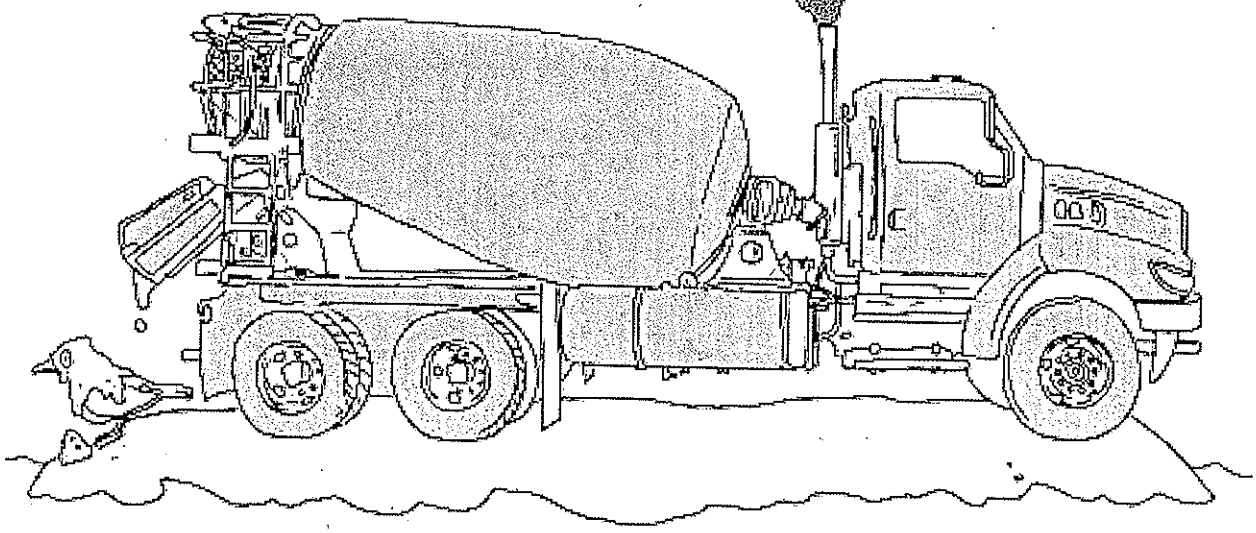


ROOSEVELT ISLAND

Judy Buck
City Planning Commission
Good Morning. My name is Judy Buck and I'm on the Board of the Roosevelt Island Community Coalition, more easily remembered as ... RICC.

We represent 35 Roosevelt Island Organizations that united over the past year to consider the arrival of Cornell University.

RICC drafted a document of community concerns. We met with Community Board 8, City Council Member Jessica Lappin, Borough President Scott Stringer, and others.

And we are in continual talks with the Cornell.
RICC drafted conditions to the Cornell proposed project, most of which were adopted by Community Board 8.

Today...we request your attention.

We ask that you not view the Cornell project as just another urban development.
Because Roosevelt island is not just another neighborhood.
We're a small Island.

A small, mixed income community.

A small town of old trees, river views, a vibrant and diverse population...and a high proportion of senior citizens and disabled.

We're connected to Manhattan by the F Train and the Tram. Connected to Queens by a modest Bridge.

We are a community with serious vulnerabilities. In our shocking financial structure. Our crumbling infrastructure. And our population. These are topics you'll hear about from other RICC speakers.

Roosevelt Island is where Cornell will create a groundbreaking, visionary partnership between academia and business; a sophisticated, global center of technology and commercial enterprise.

The Cornell Complex will rise on more than 2 million square feet. Some of the buildings will be 30 stories tall. Off and on, it will take 25 years to complete.
Which brings us to an urgent topic: trucks.

Judy Buck continued

Roosevelt Island is a one street town. Main Street runs the length of the Island and carries all traffic.

Main Street is a residential canyon where most of our apartment building are located...where we shop, where we meet for coffee... and where our children attend PS217.

Cornell's construction will bring trucks to Main Street on an average of 86 trips per day. That's roughly one truck every 7 minutes.

Trucks jamming traffic on the bridge from Queens...including emergency vehicles...

Trucks spewing exhaust, noise, oil, vibrations, possibly toxic materials..

Trucks...from which there will be no escape.

We appealed to Cornell to use other methods. And we greatly appreciate its willingness to examine the use of barges and ferries.

However, as of today, the Cornell proposal states that trucks... only trucks...will be used for transport.

As you review this proposal and its amendments, we ask for your vigilance, your understanding, and your protection.

Please. Don't. Truck. Roosevelt. Island.

Joyce Mincheff
Comment:

Operating Budget Needs of Roosevelt Island

None of the basic services that are normally paid for or provided by the City of NY, get a nickel of City funding on Roosevelt Island. The City doesn't even sweep or plow our streets. We, also, do not receive a nickel from the State of NY either. We were cut from the State's budget under the Pataki administration and deemed "self sufficient."

Our policing, internal transportation, grounds maintenance, repairs, clean up, staffing, facilities and infrastructure are entirely paid for by the land leases that our administrative authority collects from buildings constructed on the Island, or by leasing Roosevelt Island assets such as our parks and athletic facilities. They are leased so frequently that our children only have limited use of the ball-fields that are their back yards, and services for our children have been cut to accommodate paying customers. Imagine what a one-third increase to our population will do to demand for our athletic fields. Our children don't have alternatives. We're an isolated island in the middle of a river.

The land leases that are paid by the various building management companies to create the operating budget for Roosevelt Island are derived not from City or State funds, but from the rent that every resident pays. Cornell-Technion will not be paying a land-lease to the community for the 12.5 acres it will occupy. Yet it will be deriving all the necessary services to keep its residents safe and comfortable from the pool of funding every other resident supplies.

Typically, the ULURP process determines whether the City and the applicant have adequately provided for the needs of the community. In this circumstance, however, neither the City, nor the applicant, are supporting the needs of the community with even one thin nickel, toward the increased policing, transportation, grounds maintenance, repairs, clean up, staffing, facilities and infrastructure that results from Cornell's estimated increase, of 5,200 people. That count does not include the transient population expected from Cornell's commercial enterprises (which will take up one third of its space.) That is larger than a one-third increase in our population.

Cornell Technion will charge rent to corporate co-location partners. NY City will collect taxes from those associations. The only entity not collecting a nickel is the one providing ALL the community services to Cornell's population.

Joyce Mincheff cont.

To take one example, our Public Safety Department serves as the Roosevelt Island alternative to a police force. The US Justice Department suggests 45 police officers per 10,000 residents in NY City. Roosevelt Island has approximately 14,000 residents and ONE part-time police officer for an 8-hour shift, three days per week. Our policing needs are met by the Public Safety staff of 37 officers, far less that the prescribed amount. We are already operating with less Public Safety staff than appropriate for our population. Imagine how an additional 5,000+ residents will impact our community's policing needs?

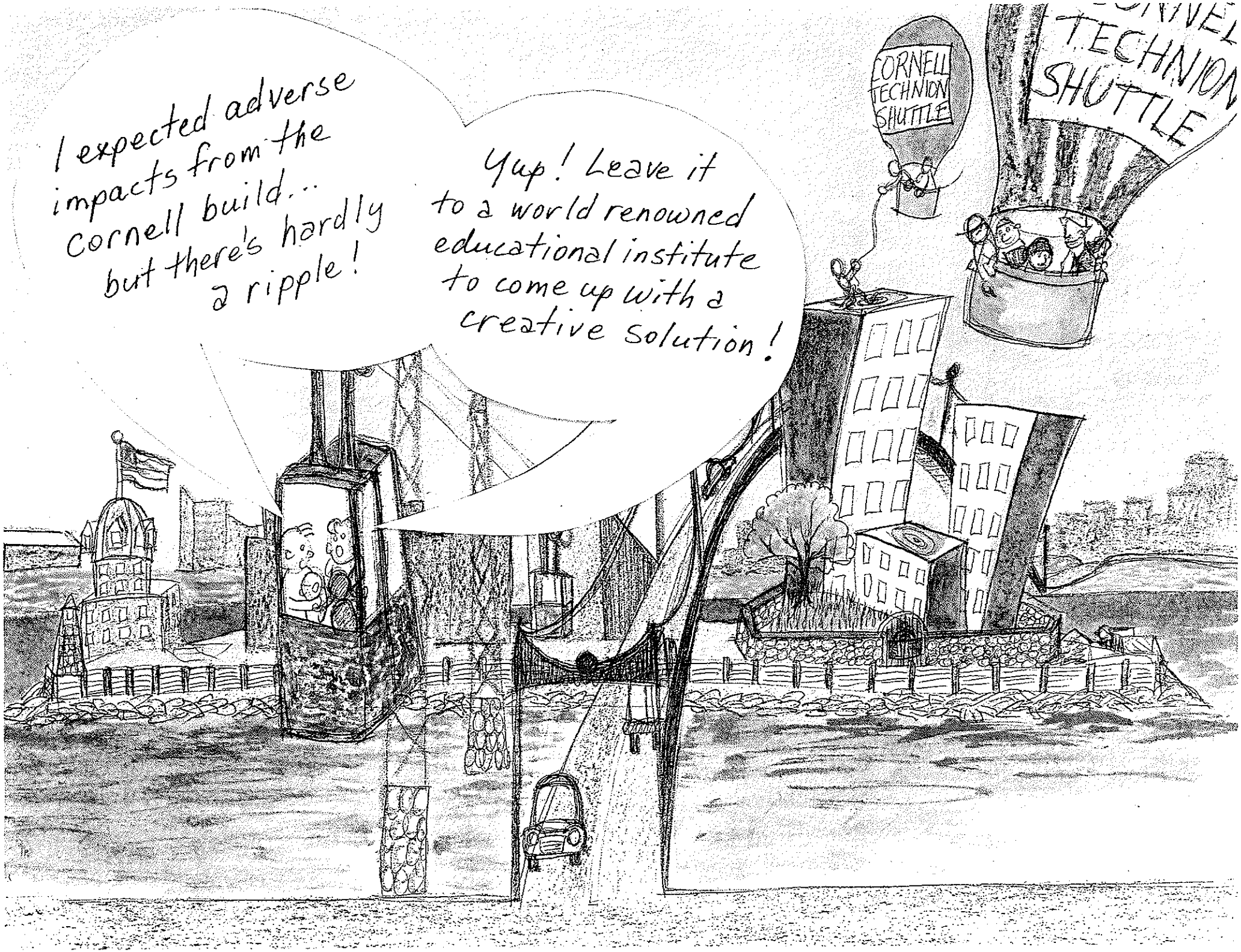
Our Public Safety Department is already under-budgeted with strained manpower. In order for Cornell- Technion to attract students, faculty and corporate co-location partners, Roosevelt Island has to be properly policed and that takes money... Where is that money coming from?

The City of New York supplies Yeshiva University with 2 fully manned police booths, 24/7. That installation exists over and above Yeshiva's own private security force. The community of Roosevelt Island deserves no less protection by the City than our neighbors that surround Yeshiva University.

Only if the students, faculty, business personnel and visitors to Cornell-Technion drop into the complex from the sky, and remain walled within its grounds, will the Roosevelt Island community have to bear no costs and suffer no impacts due to this project. Yet the Cornell-Technion plan provides ZERO financial support for the services Roosevelt Island will have to produce for policing, transportation, grounds maintenance, repairs, clean up, staffing, and facilities, and only by insuring that our Public Purpose Funds, which support the quality-of-life programs that currently exist and will be overwhelmed by a 30% population increase, will Roosevelt Island continue to be a place where our residents and the added population of Cornell Technion, want to be.

We ask that the City protect Roosevelt Island from the unique problem of being a non-supported enclave, excluded from the budgets of both the City and the State, when placing a city-coffer enhancing enterprise into our midst. Some of the money raised by the City must be returned to the Island to cover the increased operating budget that will be needed when Cornell-Technion arrives.

Respectfully Submitted by Joyce Mincheff, 540 Main St, #1604, NY NY 10044


I expected adverse impacts from the Cornell build... but there's hardly a ripple!
Yup! Leave it to a world renowned educational institute to come up with a creative solution!
CORNELL TECHNION SHUTTLE
TECHNION SHUTTLE

Nationwide, 594, or 4.7%, of local police departments employed at least 100 sworn personnel (table 2). This included 50 departments with 1,000 or more officers. The New York City Police department was the largest, with about 36,000 officers (see Exhibit 1). An estimated 5,757, or 45.5%, of departments employed fewer than 10 officers, including 561 with just 1 officer.

Thirty-four percent of all full-time local police officers were employed by a department with 1,000 or more sworn personnel, and 61% were employed by a department with at least 100 sworn personnel. Departments that employed fewer than 10 officers accounted for about 5% of officers nationwide.

Table 2. Local police departments and full-time personnel, by number of sworn personnel, 2003

Number of sworn personnel*	Agencies		Full-time sworn personnel		Full-time civilian personnel	
	Number	Percent	Number	Percent	Number	Percent
Total	12,656	100%	451,737	100%	129,013	100%
1,000 or more	50	0.4%	153,903	34.1%	45,737	35.5%
500-999	39	0.3	27,370	6.1	9,183	7.1
250-499	105	0.8	36,330	8.0	11,581	9.0
100-249	400	3.2	57,767	12.8	17,877	13.9
50-99	845	6.7	56,367	12.5	16,643	12.9
25-49	1,661	13.1	53,287	11.8	13,958	10.8
10-24	3,798	30.0	46,218	10.2	10,982	8.5
5-9	3,272	25.9	15,717	3.5	2,451	1.9
2-4	1,924	15.2	4,237	0.9	561	0.4
1	561	4.4	540	0.1	41	--

*Includes both full-time and part-time employees.
--Less than 0.05%.

Exhibit 1. The 50 largest local police departments by total number of full-time sworn personnel, number of full-time sworn personnel per 10,000 residents, and percent of full-time sworn personnel regularly assigned to respond to calls for service, 2003

Jurisdiction	Full-time sworn personnel			Jurisdiction	Full-time sworn personnel		
	Total number	Number per 10,000 residents[a]	Percent responding to calls[b]		Total number	Number per 10,000 residents[a]	Percent responding to calls[b]
New York (NY)	35,973	45	57%	New Orleans (LA)	1,622	35	75%
Chicago (IL)	13,469	47	72	St. Louis (MO)	1,507	45	62
Los Angeles (CA)	9,307	24	51	Charlotte-Mecklenberg Co. (NC)	1,499	22	45
Philadelphia (PA)	6,853	46	59[c]	Atlanta (GA)	1,462	35	76[c]
Houston (TX)	5,350	27	70	Denver (CO)	1,429	26	42
Detroit (MI)	3,837	42	26%	San Jose (CA)	1,408	16	55%
Washington (DC)	3,632	65	44	Newark (NJ)	1,332	48	55
Baltimore (MD)	3,258	52	61	Prince George's Co. (MD)	1,328	16	40
Miami-Dade Co. (FL)	3,178	14	73	Fairfax Co. (VA)	1,317	13	69
Dallas (TX)	2,943	24	63	Nashville (TN)	1,312	24	53
Suffolk Co. (NY)	2,808	19	46%	Kansas City (MO)	1,299	29	61%
Phoenix (AZ)	2,763	20	36	Fort Worth (TX)	1,249	21	44
Las Vegas-Clark Co (NV)	2,640	17	49	Seattle (WA)	1,238	22	53
Nassau Co. (NY)	2,497	19	54[c]	Austin (TX)	1,196	18	46
San Francisco (CA)	2,216	30	49	Louisville (KY)	1,195	17	78
Boston (MA)	2,109	36	66%	Indianapolis (IN)	1,170	15	49%
San Diego (CA)	2,103	17	48	El Paso (TX)	1,137	20	56
San Antonio (TX)	2,056	17	67	Montgomery Co. (MD)	1,089	12	69
Milwaukee (WI)	1,989	34	68	Cincinnati (OH)	1,047	33	48
Memphis (TN)	1,939	30	52	Miami (FL)	1,038	28	53
Honolulu (HI)	1,916	21	59%	Pittsburgh (PA)	1,030	32	48%
Cleveland (OH)	1,846	40	43	Oklahoma City (OK)	1,007	19	67
Columbus (OH)	1,797	25	57	Portland (OR)	1,005	19	44
Baltimore Co. (MD)	1,788	23	68	Tampa (FL)	962	30	65
Jacksonville-Duval Co. (FL)	1,624	21	61	Tucson (AZ)	960	19	52

Note: Sworn employees are those with general arrest powers. Officers not assigned to respond to calls for service typically were assigned to other areas of duty related to administration, investigations, technical support, jail operations, or court operations.
[a]In some cases populations were adjusted to more accurately reflect the population for which an agency provided law enforcement services.
[b]Includes all full-time sworn personnel with general arrest powers who were uniformed officers with regularly assigned duties that included responding to calls for service.
[c]Percentage based on 2000 LEMAS data.

Adek Afpelbaum
Memorandum

To: City Planning Commission
From: Adek Apfelbaum

Re: The Cornell/Tech Complex

Date: Feb.02/13

As a Construction Consultant and Cost Engineer for almost 60 years, I hereby confirm that I am totally IN FAVOR of the Project, with few but very important conditions and reservations which I have reported on several occasions. The horror stories one hears about Construction planning and budgeting are all true. Any major Project is subject "Murphy's Law". We, the Island Residents wish to minimize the management created mistakes by working with Cornell and pointing out Flaws in the early stages of planning. I offer to supply Cornell my many years of Construction Experience to lubricate the Construction Process for the good and safety of the Island's Residents and the progress of this monumental Complex. Those of us who understand the complexity of such an undertaking wish to realize this grand Plan for our City in a cooperative, not confrontational spirit.

Accordingly, when my neighbor, Ms. April Ward, asked me help her review the construction Impact Statement; I agreed if she took on part of this task. She did and I publicly thank her for it. My attention turned to several major flaws in Cornell's Plan. The most and detrimental part of their envisioned process stood out more than others.

Firstly, this Complex will require 300,000 to 500,000 CY of ready mix (2,100,000 SF:3= CF:27 =cy PLUS 50 To 58% for footings and columns =+/-300,000CY). Logically, shipping ready- mix which is mostly water to an island is counter productive. No allowance was found for returned (rejected) truck loads or traffic problems. Also, no allowance is provided for the long term damage to the bridge, our only street, project delays and danger to walking Elderly and Disabled. We have repeatedly suggested to Cornell that they follow the trend of The US Army Corps of Engineers to minimize diesel pollution, traffic tie-ups and vibration damage by setting up a temporary Batch Plant and import raw materials on barges. This simple process will eliminate many of our concerns and benefit the Project by having a steady supply of concrete. Barging of raw materials is totally feasible and absolutely mandatory. The argument that the run-off is environmentally damaging is totally untrue; a containment, gunite ring is standard and, if concrete saturated water is dangerous (an argument often presented), Than no

foundation could ever be put in place. The idea to put a mixing plant will eliminate many of our concerns and would benefit the construction process. This suggestion is "being considered" but apparently not too seriously. We have yet to get a commitment that it is part of the revisions to Cornell's Approach. Barging of raw materials will benefit the project and the Islanders expressed concerns. It will:

a) eliminate traffic congestion/ pollution

b) eliminate long term damage to the Island's access

c) avoid potential traffic accidents.

Second Observation:
To be able to correctly predict time and sequencing, one must create a C.P.M. sequential schedule based on the Critical Path Method and include contingencies for unforeseen conditions. A commonly used program for this purpose is "Primavera". Again, This writer can assist if Cornell wishes.

Third observation:
The RICC group which the Islanders organized needs to have a direct involvement in the development of the final Design. That involvement must include participation in the planning meetings and ability to suggest acceptable management solutions.

Fourth Observation:
The Cornell Planners, with our input, must assure that the Plans and Specs are complete, leaving the Contractor(s) little room for self-serving interpretations.

Fifth Observation:
During construction, Cornell should allow periodic site inspections by the RICC to assure that all promises are being honored.

Sixth observation:
The Islanders would like to insure, by virtue of their input that all construction Contractors are bound by the General Conditions to be environmentally responsible and may not take short cuts. Accordingly, RICC wishes to have access to the written agreements with the Contractor(s) and sub-contractors and be able to provide assistance to Cornell in Change Order reviews and negotiations. Budget allocation and

Cost Control is a very important factor in Project Planning.

We, the Islanders, have an interest in assuring that the cost implications are scrutinized and, therefore, offer our assistance with Change Order reviews and negotiations. Budget

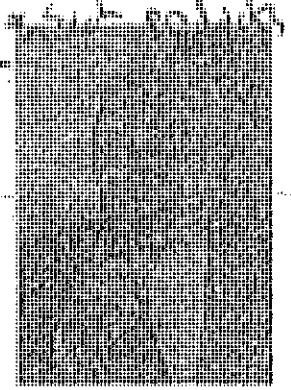
allocation and Cost Control is still a very important factor in project planning. The Islanders have a vested interest in assuring that the cost implications are scrutinized. And, therefore, must participate in every aspect of the planning and execution of the Complex.

Adek Apfelbaum's Wish List

(Cornell has not yet agreed to this list, each point of which is considered an imperative by Apfelbaum, a construction manager.)

Construction traffic will be limited to barge transportation and ferry transport. Under no circumstance will construction traffic be allowed to use the existing Island streets.

The Island roads, helix, and bridge from Queens cannot withstand the construction truck traffic originally proposed by Cornell. Excessive vibration will be prohibited as it poses risk to the infrastructure of the 59th Street Bridge and the bridge from Queens to the Island.



To minimize traffic concerns, Cornell will utilize concrete frames (skeleton) and produce ready-mix cement on site. Cement, gravel, and rebar will be brought in by barge. The cost impact for material delivery by ferry or barge will be minimal. Using barge traffic is estimated to increase the general conditions cost by only one percent.

Truck traffic, except on site, is not acceptable. The potential for life cycle damage is great. The Island is not equipped to handle this project's magnitude. It is mandatory that the contractor build a dock as soon as possible, to be used by ferries and material suppliers. This dock must be manned by a dockmaster during working hours.

Temporary protection to shield the rest of the Island from dust and pollutants must be enforced.

The schedule provided by Cornell is incomplete. The construction entity must provide a well-thought-out schedule. Most projects provide a critical path method using Primavera software, which shows the order in which work must take place before moving on to the next portion of the work.

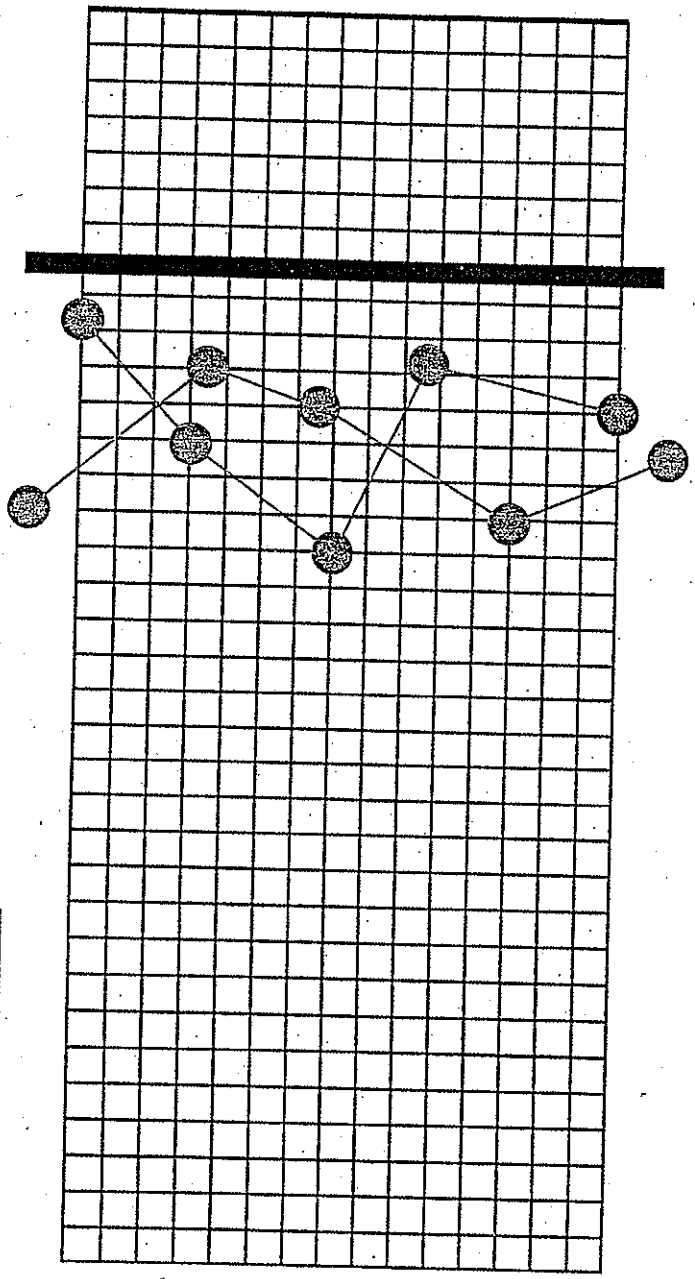
Cornell will maximize the use of ferry traffic for cars and personnel after a dock has been built.

Trees destroyed must be replaced in size and number.

Construction in general causes noise disturbances. Cornell will include in their budget monies for short-term relocation of residents during "intolerable" periods.

The community of Roosevelt Island and expert engineers and architects who live here would like to see and review the construction plans for the project.

–Adek Apfelbaum, CCCE



Adek Apfelbaum, ccce

d/b/a

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A Guide

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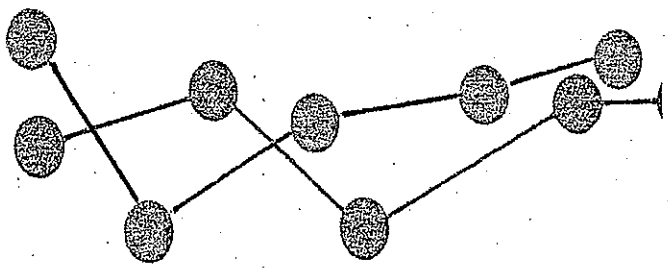


Cost Engineering

City Planning Commission Hearing
Wednesday, February 6, 2013
Cornell NYC Tech Project
CEQR No. 12DME004M
In Favor **WITH CONDITIONS**

Good morning. My name is Linda Heimer. I have been a Roosevelt Island resident for 32 years and an Island activist for 20 years because I am strongly committed to keeping our community as close as possible to the plan that its founders intended, allowing, of course, for updates and improvements.

I am on the Board of Directors of the Roosevelt Island Community Coalition (RICC). Many members of the dozens of organizations we represent have concerns about construction vehicles - the pollution, damage, and congestion that will result from them. Others will address these issues. I will address the adverse effects of early morning noise they will bring.

The General Development Plan (GDP) for the Island created a wonderful balance between residential and commercial space and parkland. Roosevelt Island was intended to be a bedroom community within close proximity to the vibrancy of Manhattan. It offered recreational areas but also peaceful open spaces for all forms of quiet contemplation, reading, visiting with neighbors, etc.

It also provided access for the disabled. Since many residents moved here in the 1970's and 80's, they are aging in place. As a result, we have a large proportion of disabled and elderly whose health could be adversely affected by lack of sleep and irritation due to early morning noise from construction vehicle traffic.

Chapter 20 of the DEIS (see attachment #1), states that for 21 months in phase 1, they estimate a daily total of about 1000 construction-related vehicle trips (trucks, cars, SUVs) per 11-hour day (6 AM to 5 PM). *That equals 1 ½ trips per minute! Can you imagine living with that level of traffic congestion, pollution, and noise five or six days a week for almost two years?* And that doesn't include the traffic we already have on the Island.

RICC has found that most impacts in the DEIS are severely underestimated. Yet in Chapter 20-36 (attachment #2), they admit that trucks along Main St. will cause significant noise impacts between 6 and 7 AM in exceedance of CEQR noise impact criteria. ***The solution, of course, is barging.***

But, even with barging, there will be a certain amount of truck, other construction-related traffic., and construction noise.

In Chapter 20, I also learned the following (attachment #3):

1. Normal weekday work would be between 7AM and 4 PM, with most workers arriving to prepare work areas between 6 and 7 AM when the heaviest truck traffic will traverse Main St. (also see #1, Table 20-4).
2. To meet construction schedules, at certain times, the workday will be extended to 6 PM and to Saturday from 9 AM to 5 PM. But delays should not cause a problem since Cornell plans to build twice as fast as stated in their agreement with the city. (attachment #4)
3. Some tasks may have to be continuous and the work will extend to more than a typical 8-hour day. (Eleven hours per day for four years in #1, Table 20-4.)

In essence, all this means that during certain periods we will experience the noise of heavy construction vehicles and on-site construction equipment from early morning to evening, including some weekends on and off for the next 25 years! This was not what was intended by the GDP and I ask this Commission to require Cornell to change its work schedule.

I understand a variance could be obtained so that work could commence at 9 AM. Also, **work should not be allowed *at all* on weekends**. Residents will need some respite from construction noise and disruption.

When RICC sent out questionnaires and met with Island organizations, several people expressed concern about noise levels, especially in the early morning. It is unfair to expect this quiet, planned community to endure early morning noise, along with all the other disruptions concomitant with the Cornell complex construction, over the next 25 years.

I implore this commission to require barging in order to severely curtail truck traffic, and to make a start time of 8 or 9 AM part of your requirements for approval of this project.
Thank you.

Attachments:

1. DEIS 20-13, Table 20-4
2. DEIS 20-36
3. DEIS 20-5 to 6
4. Crain's New York 11/30/12 article re Cornell plans to build twice as fast as minimum set by agreement with city.
5. Review of DEIS chapters 17 & 20 re Noise by Ali N. Schwayri, MD
6. Photo of Main St. showing how close apartments are to traffic and noise.

However, the combination of the Phase 2 construction with the new trips generated by the operational uses of the completed Phase 1 and partially completed Phase 2 components may also create a potential for significant adverse traffic impacts during Phase 2 construction. Because the cumulative trip-making during Phase 2 construction would be less than projected for the full build-out of the proposed project, the potential impacts during this construction phase were addressed qualitatively. As presented below, the detailed analysis of traffic operations during Phase 1 construction concluded that there would be a potential for significant adverse traffic impacts at four of the seven analyzed intersections. Two of these impacted intersections could be mitigated using standard mitigation measures typically implemented by NYCDOT; practical mitigation measures could not be determined at this time for the other two impacted intersections. The recommended mitigation measures would be consistent with those proposed to mitigate the intersection impacts associated with the project's build-out and occupancy. An analysis of Phase 2 construction efforts determined that the cumulative trips generated under the Phase 2 construction scenario would be less than the operational full build-out of the project in 2038. As a result, the anticipated construction impacts would be within the envelope of traffic impacts identified for the 2038 With Action condition in Chapter 14, "Transportation," and can be similarly addressed with the mitigation measures described in Chapter 21, "Mitigation," to mitigate the projected significant adverse traffic impacts. Where operational impacts have been deemed unmitigatable, they may also be unmitigatable during Phase 2 construction.

Construction Trip Generation

Average daily construction worker and truck activities by quarter were projected for the entire construction period. Phase 1 construction is anticipated to begin in the first quarter of 2014. Phase 2 construction would start several years after the completion of Phase 1 in mid-2024 and be completed by the late 2037. Phase 1 and Phase 2 worker and truck trip projections were refined to account for worker modal splits and vehicle occupancy, arrival and departure distribution, and passenger car equivalent (PCE) factors for construction truck traffic.[1] These estimates are presented in **Tables 20-4** and **20-5**.

Table 20-4
Phase 1 Construction Trip Generation

Vehicle PCEs (Autos + Trucks)	2014				2015				2016				2017			
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
6 AM - 7 AM	65	86	96	103	134	186	342	397	374	370	369	380	365	283	86	0
7 AM - 8 AM	17	26	28	29	40	50	96	111	104	101	100	102	95	76	21	0
8 AM -9 AM	4	4	8	8	12	12	28	28	28	24	20	16	12	12	0	0
9 AM -10 AM	4	4	8	8	12	12	28	28	28	24	20	16	12	12	0	0
10 AM - 11 AM	4	4	8	8	12	12	28	28	28	24	20	16	12	12	0	0
11 AM - 12 PM	4	4	8	4	8	12	24	24	24	24	20	12	12	12	0	0
12 PM - 1 PM	4	4	4	8	8	12	28	24	28	24	20	16	12	12	0	0
1 PM - 2 PM	0	4	0	4	4	12	12	12	8	8	12	4	4	8	0	0
2 PM - 3 PM	3	9	5	9	11	17	29	33	31	31	28	30	29	20	5	0
3 PM - 4 PM	57	78	80	87	114	158	286	345	318	322	329	352	341	259	86	0
4 PM - 5 PM	10	13	15	16	21	29	51	62	57	58	60	64	62	48	16	0
5 PM – 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total	172	236	260	284	376	512	952	1,092	1,028	1,010	998	1,008	956	754	214	0

[1] The traffic analysis assumed that each truck has a PCE of 2.0.

the construction site boundary. Such levels would be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, the promenade is discussed further in the following section "Duration of Construction Noise."

At South Point Park, approximately 100 feet south of the majority of the construction work during Phase 1, noise levels due to construction would be approximately in the mid to high 50s of dBA, which would not be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, South Point Park is not discussed further.

At sensitive receptors north of the project site, which would be located at least 600 feet from the project site and would be shielded by the Sportspark building and Queensboro Bridge structure, noise levels due to construction would be approximately in the high 40s of dBA, which would not be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, these sensitive receptors are not discussed further.

At the truck route receptors along Main Street and West Road on Roosevelt Island, which would serve as the primary routes for traffic accessing the project site during construction and therefore represent the locations most likely to experience increased noise levels resulting from the construction trucks, $L_{eq(1)}$ noise levels during the peak hour of construction traffic (6 to 7 AM) were calculated to range from 56.4 dBA to 74.8 dBA (See Appendix 20 for the detailed construction traffic noise analysis results) with noise level increments resulting from construction traffic up to 6.2 dBA.. Such levels would be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, these truck route receptors are discussed further in the following section, "Duration of Construction Noise."

Duration of Construction Noise

The noisiest construction activities of Phase 1 construction would include the demolition, excavation and foundation work; this work is expected to last approximately 21 months. Consequently, exceedances of the *CEQR Technical Manual* noise impact criteria that would occur at the adjacent waterfront promenades during the noisiest work would not be expected to occur continuously for 24 months. Therefore, while the noise level increases may be perceptible and intrusive, they would not be considered "long-term" or significant according to CEQR criteria. Therefore, the promenade is not discussed further.

Construction and worker trips to and from the project site would be expected to occur at levels sufficient to result in exceedances of the *CEQR Technical Manual* noise impact criteria at the truck route receptors throughout the construction of Phase 1. Consequently, exceedances of the *CEQR Technical Manual* noise impact criteria that would occur at these sensitive receptors would be considered significant according to CEQR criteria.

Phase 1 Construction Noise Impacts

No significant adverse noise impacts would result from construction noise at the project site at the waterfront promenade locations, South Point Park, or at sensitive receptors north of the project site.

At the truck route receptors along Main Street and West Road between the Roosevelt Island Bridge and the Project Site, significant construction noise impacts would be expected to occur due to trucks passing along these routes to and from the project site and workers traveling to the project site during the AM construction traffic peak hour (6 to 7 AM). These residential buildings all have double-glazed windows and a means of alternate ventilation (i.e., air conditioning), and would be expected to achieve between 25 and 35 dBA of attenuation. Consequently, these buildings would be expected to experience interior $L_{10(1)}$ values less than 45 dBA during the construction period,

upper core and structure is being built while mechanical/electrical connections, exterior cladding, and interior finishing are progressing on lower floors.

Since the construction approach and procedures for each building would be similar, general construction procedures are described followed by the major construction tasks (construction startup, abatement and demolition, civil activities, excavation and foundation, superstructure, exterior cladding, and interiors finishes and commissioning).

GENERAL CONSTRUCTION PRACTICES

Cornell would have a field representative throughout the entire construction period. The representative would serve as the contact point for the community and local leaders, and would be available to resolve concerns or problems that arise during the construction process. New York City maintains a 24-hour-a-day telephone hotline (311) so that concerns can be registered with the city. Once demolition activities begin, a security staff would be on the specific construction site 24 hours a day, 365 days a year.

HOURS OF WORK

For the proposed project, construction is expected to take place Monday through Friday and with minimal weather make-up work on Saturdays. Certain exceptions to these schedules are discussed separately below. In accordance with New York City laws and regulations, construction work would generally begin at 7:00 AM on weekdays, with most workers arriving to prepare work areas between 6:00 AM and 7:00 AM. Normally weekday work would end by 3:30 PM, but it can be expected that to meet the construction schedule or to complete certain construction tasks, the workday would be extended beyond normal work hours on occasions. The work could include such tasks as completing the drilling of piles, finishing a concrete pour for a floor deck, or completing the bolting of a steel frame erected that day. The extended workday would generally last until about 6:00 PM and would not include all construction workers on-site, but just those involved in the specific task requiring additional work time.

Weekend work would not be regularly scheduled, but could occur to make up for weather delays or other unforeseen circumstances. In such cases, appropriate work permits from DOB would be obtained. Similar to an extended workday, the numbers of workers and pieces of equipment in operation would be limited to those needed to complete the particular task at hand. For extended weekday and weekend work, the level of activity would be reduced from the normal workday. The typical weekend workday would be on Saturday from 9:00 AM with worker arrival and site preparation to 5:00 PM for site cleanup.

Some tasks may have to be continuous, and the work could extend to more than a typical 8-hour day. For example, in certain situations, concrete must be poured continuously to form one structure without joints. An example of this is pouring concrete for foundations, which would be poured in sections. This type of concrete pour can require over 12 hours to complete. In addition, a noise mitigation plan pursuant to New York City Code would be developed and implemented to minimize intrusive noise affecting nearby sensitive receptors. A copy of the noise mitigation plan would be kept on-site for compliance review by NYCDEP and DOB.

DELIVERIES AND ACCESS

Roosevelt Island is served by the Roosevelt Island Bridge, which has a 36-ton-gross vehicle weight restriction. Therefore, as in other construction projects on Roosevelt Island, all trucks used for construction of the proposed project would meet this weight requirement. At limited times during construction, if a large piece of construction equipment (i.e., tower crane) could not

be transported over the Roosevelt Island Bridge due to the weight restriction, the equipment would be transported via barges. Cornell is assessing the feasibility of barging as an alternative to truck material deliveries. However, no practical and feasible methods of barging have been identified at this time.

Access to the construction site would be controlled for the proposed project. The work areas would be fenced off, and limited access points for workers and trucks would be provided. Private worker vehicles would not be allowed into the construction area. Security staff would be on the site as needed, and all persons and trucks would have to pass through security points. Workers or trucks without a need to be on the site would not be allowed entry. After work hours, the gates would be closed and locked. Security guards would patrol the construction sites after work hours and over the weekends to prevent unauthorized access and ensure public safety.

Material deliveries to the site would be regimented and scheduled. Because of the level of construction activity involved for the proposed project, unscheduled or haphazard deliveries would not be allowed. For example, during excavation, each delivery truck would be assigned a specific block of time during which it must arrive on the site. If a truck is late for its turn, it would be accommodated if possible, but if not, the truck would be assigned to a later time. A similar regimen would be instituted for concrete deliveries, but the schedule would be stricter. If a truck is late, it would be accommodated if possible, but if on-time concrete trucks are in line, the late truck would not be allowed on-site. Because construction documents specify a short period of time within which concrete must be poured (typically 90 minutes), the load would be rejected if this time limit is exceeded.

During the finishing of the building interiors, individual deliveries would be scheduled to the maximum extent practicable. Studs for the partitions, drywall, electrical wiring, mechanical piping, ductwork, and other mechanical equipment are some of the materials that must be delivered and moved within each building. The available time for subcontractors' use of the hoists would be tightly scheduled. Each trade, such as the drywall subcontractor, would be assigned a specific time to have its materials delivered and hoisted into the building. If the delivery truck arrives outside its assigned time slot, it would be accommodated if possible without disrupting the schedule of other deliveries.

LANE CLOSURES AND CONFIGURATION CHANGES, SIDEWALK CLOSURES

As described in Chapter 1, "Project Description," a one-way loop road encircles the project site with traffic flow in a clockwise direction (i.e., southbound on East Loop Road and northbound on West Loop Road). North Loop Road and South Loop Road border the site to the north and south, respectively. To the east of the project site, East Loop Road continues as East Main Street then Main Street from its southern perimeter to a triangle located north of the Roosevelt Island subway station. To the west of the project site, West Loop Road continues as West Main Street then West Road between the same limits and intersects with Main Street. Because the roadways surrounding the project site would serve low traffic volumes with the closing of Goldwater Hospital, there is expected to be substantial flexibility in on-site staging and site access. During the course of construction, it is likely that the traffic lane on East Road would be closed for a period of approximately one year to allow for the demolition of the existing Goldwater Hospital buildings and roadway improvements. In addition, West Loop Road traffic lanes would be temporarily reconfigured from one-way northbound to two-way northbound-southbound during the East Loop Road closure to maintain vehicular access to the south of the project site, including South Point Park and Four Freedoms Park. This work would be coordinated with and approved by the Roosevelt Island Operating Corporation (RIOC) and/or NYCDOT. Turnaround

CRAIN'S
NEW YORK BUSINESS

Article can be found at http://www.crainsnewyork.com/article/20121130/REAL_ESTATE/121139994

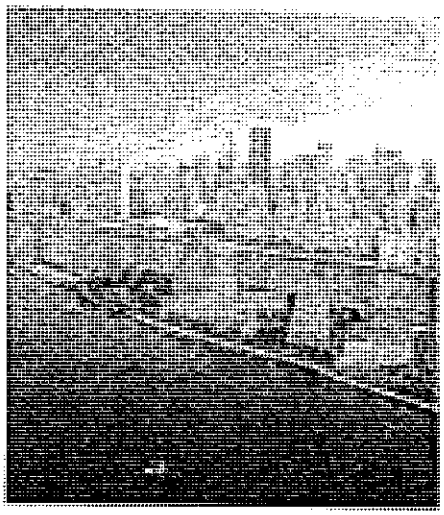
Cornell aims to be well ahead of schedule

School says it hopes to have completed 790,000 square feet of construction on its new Roosevelt Islanc 2017, more than twice the minimum set by its agreement with the city. Looks will count.

Ali Elkin

Published: November 30, 2012 - 11:51 am

By 2017, Cornell's New York tech campus on Roosevelt Island might have as much as 790,000 square feet of space built. That is more than twice as much as is required by the school's agreement with the city, according to campus planners speaking before a group of real estate professionals Thursday evening.



Kilograph

Rendering of Cornell's New York tech car Island.

In submitting the winning bid to create the new tech campus, Cornell agreed to build 300,000 square feet by 2017, but the current plans for phase one building well surpass that. Those plans call for four buildings: an academic building; an executive education center with a hotel; a so-called corporate co-location building; and a residential building for students, faculty and staff.

At the presentation, which was hosted by Cornell and real estate association CoreNet Global, Cornell's real estate consultant Karen Backus said the corporate will be about 150,000 square feet. Two thirds of it will be rented out to tech businesses in an effort tc relationships between those firms and the school.

"In a typical campus there are real boundaries between business and academia," Ms. Backus said, hopes to do away with those boundaries.

Cornell is in the process of selecting a developer or developers for the three non-academic buildings using a master developer, Ms. Backus said. The academic building will be developed separately.

Meanwhile, Cornell Vice President of Facilities Kyu-Jung Whang told the audience what the school v danger of flooding. Even before Superstorm Sandy, the team planning the Cornell-Technion campus

had planned to create higher ground on which to build. The school had planned to put all of the buil above sea level after studying the 100-year flood plane Mr. Whang said. After the storm, Cornell re-t positioning of equipment and has decided to move it up from the basement level.

He also stressed that in addition to flooding dangers and all the other considerations the school is ju also concerned about aesthetics. That is especially important, Mr. Whang noted, given that the cam visible from both sides of the East River.

"What the campus looks like as a whole does matter," he said.

#5

CHAPTER 17 - NOISE
Reader: Ali N. Schwayri, MD
CHAPTER reviewed: Noise

The noise analysis presented in this CHAPTER focuses on the traffic generated excess noise that would result from the OPERATION of the proposed campus once CONSTRUCTION is complete. It describes various construction parameters and best practices that are expected to reduce noise inside the campus buildings and the publicly accessible open spaces on the project site. I am sure that Cornell would use the best techniques and materials to build a state-of-the art campus.

What should really concern us is the noise, pollution and vibration generated by heavy truck traffic along Main St. during the construction phase(discussed in CHAPTER 20)

Noise is measured in decibels (dB) and the government mandates hearing conservation program for those exposed to 85 dB in 8 hours.

A heavy truck at 45 feet generates a common noise level of 80-90 dB.
Most trucks passing along Main St.would be about 20 feet from pedestrians on the sidewalks and therefore the noise level exposure of Islanders would be much greater than 80-90dB.

In conclusion, I am not concerned by the noise generated by the campus once it is built and in operation. What concerns me most is the noise generated during construction by machinery on site (bulldozers,excavators, jackhammers etc) and MOST IMPORTANTLY by heavy truck traffic down Main St. This invariably brings us back to BARGING which would be the solution to the noise, vibration and the health hazards associated with the toxic fumes generated by these trucks.

In my opinion our focus should be on banning heavy trucks from Main St. by using BARGES.
Goldwater Campus was built using barges 75 years ago and most recently
Four Freedoms Park.

My name is Mark Lyon. I live on Roosevelt Island, am a board member of the Roosevelt Island Community Coalition and participate in the Roosevelt Island Residents Association. I rise today to support Cornell's Applied Sciences Facility, but have concerns about the information provided thus far. Much has been made of Cornell's desire to be part of the Roosevelt Island community. Their plans, however, indicate a desire to operate their portion of the island in isolation from the whole.

In my limited time, I would like to address three of my concerns.

First, the Goldwater Hospital site is known to contain **Hazardous Materials**. In addition to standard hazards found in buildings of their age, the ground below the buildings contain heavy metals, semi-volatile organic compounds and fly ash used to fill the quarry. Removing these materials by truck risks exposing residents of Roosevelt Island, Queens and Manhattan to these toxic substances. The construction site is located close to several parks and recreational facilities – including those designed for use by children. For the protection of those near the construction site and along the removal path, it is important that an independent air and water monitoring program be implemented. It would also be reasonable to require barging to be used for materials transport, as this method would prevent those materials from traveling down Roosevelt Island's only street.

Second, while Cornell is undertaking efforts to make one of their academic buildings a "net zero" structure, through the use of photovoltaic panels and hundreds of geothermal wells, the designers have undertaken no effort to providing cohesive **Energy Solutions** appropriate to meet other needs of the Island. The Applied Sciences RFP clearly identified that replacement of the existing steam plant, which currently provides service to site along with Coler Hospital, the Sportspark, Motorgate Parking Garage and other facilities, would be necessary due to the reduced demand. Cornell, however, has not addressed this dramatic impact to the island.

Roosevelt Island has served as a test bed for new and innovative solutions, such as Verdant Power's tidal energy turbines and UTC Power's fuel cell. Many of its residential buildings, however, were not designed with energy efficiency in mind. They are poorly insulated and utilize electricity as their primary heat source. Cornell's green energy initiatives should expand beyond the campus and encompass the entire island. Helping to implement a modernized steam and power cogeneration facility would provide capacity to meet the needs of both the campus and existing island buildings while offsetting some of the island's commercial electrical needs.

According to Table 12-02 of the Draft Environmental Impact Statement, the campus will attract between 5,945 and 7,589 students, professors, staff, businesspeople, family members and hotel guests. Very little consideration has been given to ensuring these thousands will have access to adequate **Recreational Facilities**. One of the innovative features of the Roosevelt Island General Development Plan is the provision for community recreational facilities. Existing opportunities include various paths, fields, courts, pools and gyms accessible not only to Island residents but to the larger NYC community. Current users, however, already overwhelm existing capacity. For example, one of my neighbors travels to Manbattan to play tennis during the week, instead of playing on one of the six Roosevelt Island courts just steps from her door – it's nearly impossible to secure an available time on the courts. Adding recreational facilities – whether located on the development site or elsewhere on the island – should be a requirement for a project of this size.

Roosevelt Island is a unique part of New York City. We do not receive many of tbe services that are elsewhere provided by the City; instead, the Roosevelt Island Operating Corporation performs these tasks, supported only by the ground rents paid by our buildings. Cornell will not be paying similar rents, but will impose a significant burden to the operation of the island. Please require Cornell to offset any such impacts as a prerequisite to approval.

Thank you.

Matthew Katz - TESTIMONY TO THE CITY PLANNING COMMISSION
February 6, 2013

Good morning. My name is Matthew Katz and I've served on the Roosevelt Island Residents Association since 1997, eight years as president, elected Island-wide to four two-year terms. Currently, I am a director of the Roosevelt Island Community Coalition, and I'm here today in that capacity. Commissioner Burden, it's nice to see you again. I participated in the Vision 2020 initiative to address City waterfront and waterway concerns under your leadership and that of Michael Marrella. Today, I wish to address the population figures in the DEIS which are critical in terms of assessing the concentration of new residents, i.e. students, faculty and administration, as well as transients, that is, co-locators; business people who will commute daily to Roosevelt Island as well as visitors to the campus. Both groups will be using Island services and infrastructure, and the population figures will determine the anticipated stress.

The complex at full build out will comprise 2.13 million square feet of which 1.46 million square feet will be utilized by academics, residences and central utilities. This leaves 695 thousand square feet as co-location sites, retail facilities and an executive education center including a hotel. Population figures have been determined using a ratio of four workers per 1,000 square feet or 250 square feet per worker. Based on a February 2012 study, the current U.S. average is 176 square feet per worker, expected to decrease below 100 square feet per worker by 2017. Therefore, the DEIS figure is overly generous and the actual estimate for the complex should be 55% greater for the total population, 43% during Phase I.

Note that co-location office workers, comprising one-third of the total population, will not reside on campus and will contribute most heavily to the traffic and transportation issues, which are already at a level that in some locations cannot be mitigated. Our F-train and aerial Tramway are already sardine cans during rush hours. The assumptions for both co-location sites and for academic space are, at best, unexplained and at worst, inaccurate, causing increased environmental impact which will need to be recalculated.

Finally, I urge you to limit trucking on our one street and to require barging of debris off-Island and construction material on-Island. DON'T TRUCK ROOSEVELT ISLAND! Thank you for your time.

Mandana Beckman
My name is Mandana Beckman and I am the Principal of PS/IS 217.

We welcome Cornell, a world class educational institution to the island and look forward to working together.

I reviewed Chapter 4 - Community Facilities in the Draft Environmental Impact Statement (DEIS) and it seems the school student count is dated. The DEIS used data and enrollment numbers from 2010-2011 which indicated that we had 325 students enrolled but that number did not reflect the 36 preK students we had. Currently we have 482 students enrolled for the 2012-2013 school year. We are in our 4th year of a gifted and talented program and we anticipate the numbers will grow as the program grows. You can reach out the NYC DOE for official enrollment and capacity data for the 2011-2012 school year or you can reach out the school directly.

We are looking for three area to partner in with Cornell Technion: partnerships with our teachers, our students and our school community

Studies show that investing in staff yields higher performing schools - clearly Cornell does invest in their staff and they see the results. We are looking for a partnership that serves as mentors and facilitators while supporting the internal structures in the school building to support our literacy, math, science and technology foundation.

It is vital that we invest in professional training for the teachers and the technology training workshops with the latest teaching tools. This is a vital step to advance our students. We are looking to support our students with mentoring possibilities and programs that extend the Cornell expertise in STEM - Science, Tech, Engineering and Math to the school. We believe that these positive experiences will have a great to impact on the future college and career choices for our students.

We know that Cornell offers the following partnerships, organizations ... Programs in place at Cornell-

Career Day Options for us:
Spencer Van Etten Middle School Mock College Application Project.

Cornell 1 day girls visit the campus to learn about opportunities in Math & Science

careers.

MS afterschool programs/clubs:
Rube Goldberg Machine
Robotics Science
Energy & Fuel Cells
Sustainability

Honors classes:
Math Explorers Club, Fractals & Chaos

Question: Why not look at some of the programs and opportunities that Cornell has already established and start that with us now? Why wait until there is an established campus?

New ideas for us:
• Introducing and using updated technology and applications.
• Help us implement more effective data collection and analysis tools
• MS & Grade 5 Students:
• Create a cadre of tech students who can address tech needs of the school staff & students
• Student/Parent workshops around specific science themes or projects
• Assist with MS exit projects for grade 8
• Establish long term science investigation to culminate in an annual science fair – based on NYC curriculum for each grade in MS & grade 5 –
• Create science investigation around our mandated sustainability, recycling, lower our carbon footprint
• Honors science class co taught 0 period starting with grade 5

ELLEN POLIVY

My name is Ellen Polivy. I am the president of the Roosevelt Island Residents Association and co-chair of the Roosevelt Island Community Coalition. My topic is trucks on Main Street and the concern for our public health, our seniors our disabled and our children.

According to Public Safety traffic reports RIOC buses, MTA buses, vans for the disabled, and some 5,000 cars manage to share Main Street each day. Add to this down our one main street an extra 1000 vehicles a day during construction and this is far too much traffic. This includes an average of 860 trucks a day.

Roosevelt Island was designed to mainstream disabled people from the two chronic care hospitals. In addition, since the Island is handicapped accessible, a large group of people are aging in place and Roosevelt Island has become a NORC.

We have a large population of wheelchair bound residents,seniors with walkers and parents with strollers, they require special bus treatment. Unloading the ramp and adjusting the existing passengers to board a rider takes longer than a regular bus stop. Traffic behind the bus is forced to cross the double yellow line into oncoming lane to keep traffic flowing. Sometimes they have to stop short to not hit a resident who just crossed in front of the bus. Since the other lane is narrow as well, cars get very close to each other. The same occurs with ambulette stops. Many days an ambulette or a bus waits for an hour outside the senior building causing traffic to detour into the oncoming lane. Add to that public safety blocking traffic when giving tickets. Large construction trucks passing busses into the oncoming lane is much too threatening to pedestrians and other drivers. Getting sideswiped by a barreling truck is no fun.

Roosevelt Island buildings have drafty windows which will allow diesel fumes in. The zoning on Roosevelt Island that allowed for the density of high rise buildings on either side of our two lane street is like nowhere else in New York City. The narrow channel that we call a street has a wall of windows towering over the narrow street. The diesel fumes and particulate matter from the parade of trucks will travel straight up and into our drafty windows.

Cornell said they would barge if feasible. We are concerned that they *will truck everything* except what they *must barge*. That is the wrong plan. We want Cornell to *barge everything* except what they are forced to truck.

Don't *truck* Roosevelt Island.

To: City Planning Commission,

My name is Ali N.Schwayri, MD and I have lived on R.I since 1977 I trained in Pulmonary Medicine at Bellevue-NYU and from 1986 until 2000, I was the medical director for Con-Edison where I directed the Respiratory protection and Asbestosis detection programs. I am now retired.

Our home is a narrow island in the middle of the East River called Roosevelt Island.
Our only street is called Main Street and runs from north to south.
The street is bordered by buildings (14-19 stories) and to build its campus at the southern end of the island, Cornell will be using diesel burning heavy trucks that travel down the street on and off for the next 25 years.

The Draft Environmental Impact Statement (DEIS) estimates that during construction of phase 1 (2014-2017), these trucks will make an average of 86 trips every day.The DEIS also estimates a combined DAILY truck,SUV,and car trips in excess of 1000 at the peak construction period in 2015 and 2016, mainly between the hours of 6:30 -8:30 AM and 2-4PM.

These heavy construction trucks will spew hazardous gases , particulates and other pollutants(carbon monoxide,nitrogen dioxide sulfur dioxide,lead and volatile organic compounds) as they travel along our street. Dispersion of these pollutants will take longer to occur because our street is surrounded by buildings.

Fine particulates are especially dangerous because they lodge in the air sacs (alveoli) and can cause cancer and lung diseases many years later.

The people who will be mostly at risk are the children and residents with existing heart and lung diseases. We will see more cases of asthma in children and cancer , chronic obstructive pulmonary disease and emphysema in the elderly.

The helix(ramp) that connects our street to the bridge needs repair and my concern is that due to heavy truck traffic it could be damaged and thus cut us off from vehicular traffic such as ambulances,school buses,food deliveries etc.

THE GOOD NEWS IS THAT THERE IS A SOLUTION TO THIS PROBLEM.
The solution is to use barges and truck ferries to remove mountains of debris and to bring in construction materiel.
That is how Goldwater hospital was built.

Loaded trucks would roll on and off the ferries at either end and thus avoiding our only street and sparing us the health,safety and environmental hazards resulting from trucking.Please remember that building the Cornell NYC Tech campus will take 25 years. Can any one of you imagine living in proximity to this huge construction site for the next 25 years and the resulting

It is up to Cornell to prove that it cares about our concerns and will work with the community to mitigate the harmful effects of this huge construction project.

I end by saying welcome to Cornell and hope they will prove to be good neighbors by addressing our concerns.

Thank you,
Ali N. Schwayri, MD

Wednesday, February 6th 10:00AM

Cornell NYC Tech Project

In Favor WITH CONDITIONS

I am Lynne Strong-Shinozaki, a 22 year resident of Roosevelt Island. I am here with the Roosevelt Island Community Coalition. I would like to speak to you about zoning.

1.
Because of the way the application is expressed, if the Cornell project does not happen, Roosevelt Island will have no voice in the future use of the space. We want to be sure that the zoning changes that are proposed are specifically for Cornell, and not another future developer.

2.
The land grant given to Cornell by the City of New York should not be available to other commercial entities, and Cornell, regardless that it's building an educational facility is also creating a commercial enterprise with 33% of its land devoted to commerce. Commercial and other non-educational applicants should contribute to the City of New York, AND the budget of Roosevelt Island, which does not get funded by the City or the State.

3.
The original zoning for the land in question called for 2,500 parking spaces. We are pleased that Cornell wants to make an effort to deter traffic on Roosevelt Island and does not want to build that many spaces. Unfortunately, our community's parking facility, Motorgate, is located far from the Cornell complex. Because a Hotel and Corporate Co-location are both part of the initial construction phase, we feel that having only limited parking at the complex will cause excessive traffic on our one and only street as drivers drop off passengers and cargo, and then return up Main Street to the Motorgate. In addition, our Motorgate is insufficient to house the vehicles that result from full build of Cornell's project.

The community only has limited street-side parking and the additional demand will detract from the community's use of our limited spaces. We need Cornell to build at least 500 spaces as part of their complex. AND.... We need them to be committed to pay

for extending Motorgate as the need arises.

4. With intermittent breaks, our community will be enduring construction for approximately 25 years. One third of the Cornell complex will have enterprises that will

attract transient visitors to the community in high numbers. That population was not reflected in Cornell's DEIS. Both the school and the businesses will cause excessive pressure on the services that protect, repair and maintain our community. Those services are not paid for by the State of NY or by the City of NY.

Cornell or the City of NY must commit to covering the added costs that this complex causes to the community.

Sincerely,
Lynne Shinozaki

February 6, 2013

RICC
April Leithleiter Ward
888 Main St. #745
New York, NY 10044

Cornell Complex

We pay for the streets through our rent.
They are not supported or repaired by the city or state .
Cornell's proposed trucking will further destabilize our helix ramp onto and off the island - our sole access to land by car. There is a good chance, if their trucking is allowed, that the helix will be rendered unusable. Cornell has refused to help pay for repairs, literally leaving all the residents to foot the bill for their ruin of our helix.

Cornell's proposed trucking will grind our Z-Brick street into gravel. Again, they refuse to pay repair.

Cornell must barge EVERYTHING for construction as if there is no road access. This is commonly done on islands, Fire Island NY being one example.

Cornell has an extensive agriculture department yet they have refused thus far to outline and commit to protection of ancient trees located on the site. Cornell must commit to a specific plan to protect the trees from damage and give them the best opportunity to survive.

Thank you.

BEN KALLOS
FOR CITY COUNCIL
Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

Testimony of City Council Candidate Benjamin Kallos for the Upper East Side and Roosevelt Island before the City Planning Commission Public Hearing ULURP Review on February 6, 2013 for Items 20 – 23 relating to the Cornell NYC Tech Campus

Testimony by Joseph Strong, Campaign Co-Director for Roosevelt Island

My name is Joseph Strong, I am the Co-Director for Roosevelt Island, here on behalf of Benjamin Kallos a Democratic candidate for New York City Council seeking to succeed Jessica Lappin in representing the Upper East Side and Roosevelt Island where the Cornell NYC Tech is currently seeking approval for this ULURP.

The core value of our campaign is to have a City and State government that better serves the people with improved transparency, openness, accountability and a vision for a better city. To that end, much like the City Planning Commission our testimony will focus on how you can use your power to approve the application before you with modifications under Section 2-06.

We are submitting for the consideration of the NYC Planning Committee, comments regarding the creation of the Special District (zoned C4-5) on Southern Roosevelt Island. The creation of this district as currently proposed, would significantly affect the environment of Roosevelt Island. Particularly impacted will be the operation and services provided to the island and its residents by its governing body, the Roosevelt Island Operating Corporation (RIOC).

Sustainability Means That Cornell NYC Tech Must Support Their Own Infrastructure

"Cornell NYC Tech can't claim to be sustainable unless it supports the local infrastructure of Roosevelt Island on which it relies."

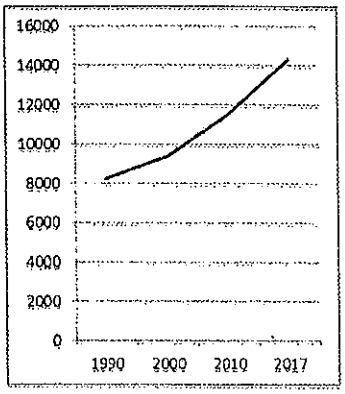
As a campaign to represent Roosevelt Island in the City Council we will be tasked with a responsibility to pass an annual City Budget supporting the needs of all constituents in the district. However, Roosevelt Island is in a unique position because the City of New York has never included the Roosevelt Island Operating Corporation (RIOC) in its budget. In addition to the lack of support from the City of New York, in 1997, Governor George Pataki declared Roosevelt Island financially "self-sufficient," and removed the Roosevelt Island Operating Corporation from the State budget. Without City or State support, RIOC is stuck paying the bill but has been able to be self-sufficient and provide services to the community.

RIOC currently solely funds infrastructure upon which Cornell NYC Tech ("Cornell") will rely, including transportation to and from the island, by maintaining the tram, the roads, the "helix," sanitation (AVAC) services, and the public safety department. All of these services are funded by the ground leases of developments on Roosevelt Island.

BEN KALLOS
FOR CITY COUNCIL
Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

Cornell is receiving billions of dollars in windfall in the form of 12.5 acres of land on Roosevelt Island. However, Cornell's campus, unlike the buildings already on the island, will not contribute any funds to RIOC. Unlike the other land-leases held by the developments, Cornell will not pay a penny for its 99-year lease of 12.5 acres of land, which represents 8.5% of the 147 acres of land on Roosevelt Island.

Roosevelt Island is struggling to support existing infrastructure with some of the largest growth in New York City. With the addition of 1,500 residences on the Island, population has grown from 8,345 in the 1990 census to 9,520 in the 2000 census to 11,661 in the 2010 census. Cornell's proposed plan will increase the population of the Island by at least 20% with 2,780 residents including students and faculty. This dramatic growth in local population not to mention non-residents who will be using the campus will put a huge strain on existing infrastructure. Cornell NYC Tech cannot claim to be sustainable unless it supports the local infrastructure of Roosevelt Island on which it relies.



Hosting Cornell on Roosevelt Island will require numerous infrastructure improvements. The seawall around the Island, including the areas near the Special District, is in need of repairs. Planned changes to the seawall during the campus's construction should take place alongside repairs and modernization of this vital piece of Roosevelt Island infrastructure. Additionally, the Roosevelt Island Helix and the Island's streets, which will be used during construction and once construction is completed, will require increased maintenance. Cornell cannot expect to make use of Roosevelt Island's only driving link to the rest of New York without helping maintain it.

Cornell's current short-sighted, zero-sum approach has them positioned against existing residents, relying on a sweetheart deal that does not require the university to contribute a penny toward Roosevelt Island infrastructure, while seemingly failing to realize that the same problems that current residents express will be magnified for Cornell's own constituency after construction is complete.

A Roosevelt Island without adequate transportation because they cannot afford to maintain the tram, helix and roads will be a Cornell campus that is inaccessible.

A Roosevelt Island without intact seawalls is a multimillion dollar Cornell campus under water.

Regardless of the deal offered to Cornell, it is in Cornell's best interest to voluntarily commit to supporting the infrastructure on Roosevelt Island to provide for its students, faculty, and partners, who will need to easily access a campus that is not underwater.

The City Planning Commission must recommend that Cornell agree to contribute towards the infrastructure of Roosevelt Island, and the Special District should be approved with the amendment that it be subdivided so that all spaces not used for open space or educational purposes automatically support local infrastructure.

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BEN KALLOS
FOR CITY COUNCIL
Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

Rethinking Long Term Zoning and Phasing of Cornell Construction

The City Planning Commission with community support will rezone a location with a specific project in mind by a specific entity. But all too often, that specific project will fall through, leaving the newly rezoned land open to a new entity to develop a completely different project that often does not match the needs and desires of the City Planning Commission and community that originally supported the zoning change. We ask that this ULURP be narrowly tailored to this specific project and entity so that if the project falls through the land cannot be used by a new entity to build a completely different project.

Pertaining to section 133-50, an additional section should be added requiring completion of all academic buildings before the construction of residential or commercial buildings. Cornell should not receive a certificate of occupancy until academic buildings in that phase are completed. This will ensure that Cornell meets its goals of having a fully functioning educational campus by 2017.

Moreover, section 133-00 should be amended and narrowly tailored so that only Cornell NYC Tech or a similar educational body may use the Special District, and only for specific purposes. Section 133-00 should be amended to require that Cornell NYC Tech designate no less than a certain amount of floor space for academic, research, and community use. This amendment should also include a limit on residential or commercial construction on the site.

As written, 133-00(b), which allows for "a mix of residential, retail and other commercial uses," strays too far from Cornell's primary mission as an educational institution. More than 75% of the space within the Special District should be required to be allocated for academic and community use.

Additionally, the City Planning Commission should cap the total number of occupants for which the Department of Buildings may provide a certificate of occupancy in order to conform to Cornell's current projections and not to exceed 5,000 in total occupants for all building in the entire Special District.

The City Planning Commission should approve the Special District with an amendment providing for:

- A requirement to build academic buildings first;
- A requirement that the site be 75% academic or community use; and
- Cap the total number of occupants that the Department of Buildings may provide a certificate of occupancy for in order to conform to Cornell's current projections and not to exceed 5,000 in total occupants for all building in the entire Special District;

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BEN KALLOS
FOR CITY COUNCIL
Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

The Cornell NYC Tech Campus Must Be Fully Accessible for the Disabled

Roosevelt Island was founded on the enlightened idea that it be a fully disabled-accessible island; it is only natural that the Cornell site include the need of being 100% disabled accessible.

A certain amount of seating is currently required to be provided per square foot of open space by 133-32(d). In order to ensure equal access to public spaces for people with disabilities, we urge that 133-32(d) be amended to require that any fixed seating be accompanied by movable seating where wheelchair bound disabled may have equal access.

Amending the ULURP to Conform with Cornell's Public Presentation of the ULURP

The plans that Cornell NYC Tech has presented to the community provide much more than the 20% green-space required in 133-32(d). We recommend that the City Planning Commission approve 133-32(d) with the amendment that the section conform to the 35% presented to the public.

The Cornell NYC Tech Campus Must Support Access by Bicycle

With regards to bike parking, New York City has seen increased use of bicycles for travel and recreational use. Section 133-00(e) encourages alternative forms of transportation by eliminating required parking and placing a cap on permitted car parking. Because of its location and infrastructure, biking on Roosevelt Island is a convenient and viable alternative to driving. We fully support the requirement for bicycle parking and suggest an amendment to create bicycle lanes within the Special District in order to provide a safe and accessible commute to those traveling to and from the campus by bicycle.

Our campaign has taken a strong stance with the Roosevelt Island Residents Association and the Community Board in support of the BikeShare program and bringing it to Roosevelt Island. We request an amendment to specifically provide space for a BikeShare station upon request by the City.

Conclusion

The City Planning Commission is responsible for the conduct of planning relating to the orderly growth and development of the City, including adequate and appropriate resources for the housing, business, industry, transportation, distribution, recreation, culture, comfort, convenience, health and welfare of its population.

Please approve Cornell's ULURP with the amendments we and other representatives of Roosevelt Island have proposed in order to provide for the responsible planning and orderly development of the Island with adequate and appropriate infrastructure for existing residents as well as Cornell.

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Jonathan Kalkin
City Planning Commission

I am the Co-Chair of RICC, The Roosevelt Island Community Coalition. I am also a former member of the board of directors of the Roosevelt Island Operating Corporation where I served as the Chair of the Real Estate and Operations Committees. I have also served as a member of the Roosevelt Island Residents Association Common Council. We are in favor of the project under certain conditions.

FERRY SERVICE

The Coalition respectfully requests that Cornell and the City Planning Commission use the RIOC ferry study to do an analysis of ferry service on Roosevelt Island and how ferry service could help mitigate the population changes and transportation issues that will occur because of the Cornell Complex. RIOC has already completed a comprehensive report on ferry service, so it will be easy to do an analysis in a short period of time. The Coalition is pleased to see that Cornell has looked into barging materials on to the Island. We understand that this will require some kind of dock to accomplish this. We believe it would be best to build a permanent structure or dock that could be used for ferry service and to barge materials. If this is not possible we would like to have a dock built to help reduce some of the transportation issues that will be caused by the new university. We believe that this dock would help the Island, but also help get Cornell students and faculty on an off the Island as well. The operator of the East River Ferry has shown interest in providing service to Roosevelt Island and the NYC East River Ferry Study stated that Roosevelt Island would be a great location for ferry service. The residents of Roosevelt Island have also responded favorably to a ferry service survey that was issued by RIOC. We would like Cornell and the City Planning Commission to examine how this would be accomplished as part of their transportation analysis and what funds Cornell or New York City can apply to this project. NYCEDC has subsidized ferry service in New York City and we respectfully request to see if those funds are also available.

Please see the link below of the study RIOC completed on ferry service on Roosevelt Island.

http://rioc.ny.gov/pdf/FerryFeasibilityStudy.pdf

RED BUS SERVICE

The Roosevelt Island Red Bus service currently costs RIOC approximately a million dollars a year or more. The revenue for the bus barely pays for approximately 30 to 40 percent of the overall costs each year. Unlike most bus and transportation services in other areas, the RIOC bus service does not receive any outside subsidies. Most residents rely on the bus to get them to the subway, Tram and work/school on time. Each new building on the Island has contributed indirectly or directly to RIOC through ground rents or in the case of the Octagon direct payment to subsidize Red Bus service. We respectfully request that Cornell and the City Planning Commission create a plan to increase and subsidize Red Bus service. We would like you to develop a formula or plan for increasing service as the population and red bus usage increases. Please note that

Red Bus Service already fills the buses during the rush hour period. Please consult with the Director of Transportation at RIOC to develop this transportation plan. We respectfully request that this plan is developed now rather than when it becomes a bigger issue. We also request that the cause of increased ridership is not a factor in the formula and that causation does not determine financial responsibility on the part of the Cornell Complex.

MOTORGATE PARKING & STREET PARKING

Roosevelt Island currently has very limited street parking. Residents rely on street parking to drop off and pickup items from their apartments. Many Islanders are elderly or have disabilities and for many this is the only way they can bring groceries and other items into their buildings. Also many Island merchants rely on parking spaces for their customers. Currently most of the parking spaces during the day are full. When there are no parking spaces available, people are more likely to double park. Since we essentially have one street on the Island, double parking blocks the Red Bus. Then the Red Bus can't pass and the bus goes off its schedule. Our transportation system therefore relies on the fact that we have available street parking. We request that the spaces in front of the Cornell Complex be available to everyone and be metered spaces with reasonable short term time limits. We also request that a formula should be developed by the City Planning Commission and Cornell to determine when the current parking facilities on campus and Motorgate reach capacity. When they reach a certain level of use, more parking should be created at Motorgate and on the campus. We ask that this formula (for both Red Bus service capacity and parking capacity) be dependent on the amount of use and not by the cause of use. We do not want the Cornell Complex to relinquish their responsibility to build out more parking simply because they can state that outside population growth has led to increased parking. We respectfully request that Cornell provide funds to build out these facilities before they reach capacity and that this level/formula is determined at this time and not at a future period. We also request that the cause of increased ridership is not a factor in the formula and that causation does not determine financial responsibility on the part of the Cornell Complex.

Thank you,

Jonathan Kalkin

See: Ferry Landing Feasibility Study

[redacted]

CITY PLANNING COMMISSION HEARING

MIKE EVANS

6Feb1970: BEATLES US ALBUM RELEASED—"Hey Jude, don't make it bad--Take a sad song and make it better"

COMMENTS TO CITY PLANNING COMMISSION-CORNELL TECH PROJECT 6FEB2013

I am David Evans and my family has been on Roosevelt Island for about 4 years. I am an elected member of the Island Residents Association-Common Council and a supporter of the Roosevelt Island Community Coalition.

Let me first express appreciation to Cornell for thus far responding favorably to many of our concerns and to Community Board 8 and Borough President Stringer who advanced their "conditional approval" given the many concerns that still remain. I now hope that, at this important point in the process, this Commission will appreciate our concerns and follow through in helping protect our small Island – **"don't make it bad, make it better".**

With respect to planning for and implementation of the project, I posit that: (1) **There are alternatives available to better mitigate risks to Islanders** and (2) **The State of New York, given its "unique" relationship with the Island, needs to be heard as part of or in parallel to the ULURP.** Today, time only allows my point on risk mitigation.

ALTERNATIVES ARE AVAILABLE TO BETTER MITIGATE RISKS TO ISLANDERS

A former member of the Armed Forces, I have a special appreciation of and respect for risk. With war planning, we mostly know the risks to our deployed personnel, but sometimes the unexpected occurs. When you purchase a new car, acceptable risks can become unacceptable (think "recall"). **I have problems with risks deemed acceptable for the community of Roosevelt Island.** Let me explain.

Almost daily between **7am and 6pm**, I walk alongside our only Island street. I see many babies in their strollers; many older citizens barely making their way, many in wheelchairs, some with breathing devices. I see the school children walking to school, at recess enjoying the fresh air of the parks and rushing home after school.

Now, I fast forward to the years 2014 and likely beyond 2038: a chill comes over me. The tranquil environment is no longer there. Our small, tight corridor called Main Street has changed due to a 'bevy' of activity that has placed our residents at risk. A stream of heavy, diesel trucks; other construction-related vehicles; and a barrage of other traffic compete for limited space to and from the southern parts of the Island. I see needed emergency vehicles trying to get to the sick and elderly and their operations unduly slowed. **Yet, this overuse of the corridor is considered by some as acceptable risk for the project.**

Moving forward, we **should not rely upon risk calculations that find acceptable even the smallest "nightmare on Roosevelt Island." WE MUST HEDGE AGAINST THE UNEXPECTED** - - WE MUST make adjustments to the maximum extent to severely cripple risk - - the risks of increased accidents involving our youth, our elderly, or of a person in a wheelchair being pinned underneath a vehicle (that has already happened on the Island, last year in so-called normal times). We **must cripple risk** that, *inter alia*, can lead to increased sickness due to noise ,dust, fumes and pollution (penetrating our many low energy efficient homes along Main Street); **risk that overly stresses our bridge, our ramp to the Island, our roadway; and, the risk of and from critically delayed emergency responses.**

YOU CAN HELP Islanders as part of this process by having an aversion to risk that impacts lives and tranquility. This is why many of us respectfully ask that **you (CPC) put down a marker** in support of construction-related activities **that reduce environmental and roadway impacts and that would help "free-up" our one and only street (MAIN).**

You have heard these **risk mitigators** that include, inter alia: **Barging; preparing cement on site; ensuring adequate parking, properly located on the Island; properly situated air quality monitors; and enhanced security.**

I INVITE YOU TO PLEASE COME TO OUR ISLAND AND WALK MAIN STREET WITH ME OR ANY OF US. THANKS FOR YOUR EFFORTS - - I SALUTE YOU.

RIOC
ROOSEVELT ISLAND OPERATING CORP.

Ferry Landing Feasibility Study
Presentation

Presented by:
Stephen A. Famularo, P.E.

Presentation Outline

- Introduction
- Four Proposed Landing Sites
- Ferry Operators
- Basic Construction
- Site Evaluation Criteria
- Landing Site Review
- Cost
- Review and Questions

Introduction

Primary Goal: Assess Optimal Location for a Ferry Landing Facility.

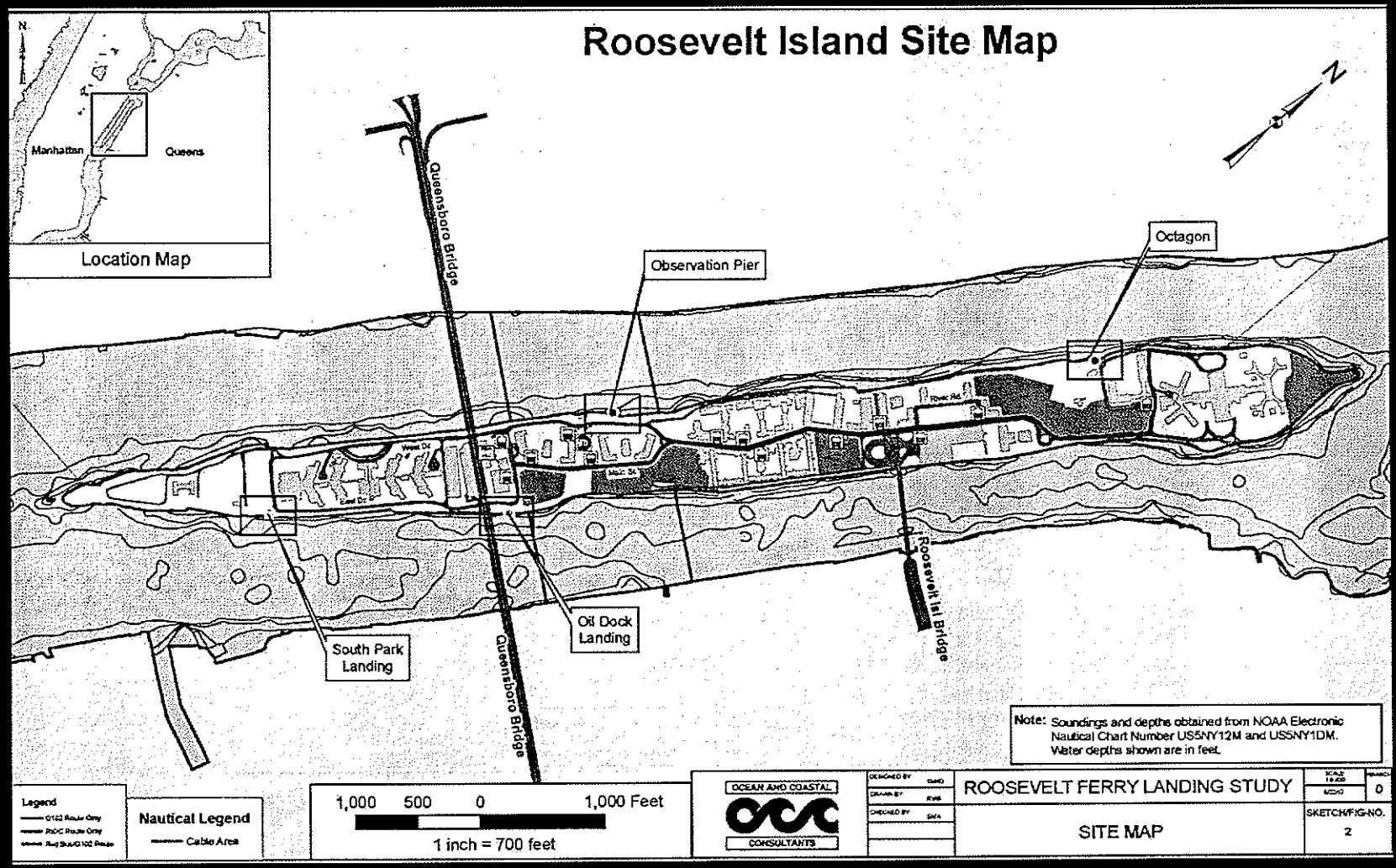
Introduction

- Comprehensive Citywide Ferry Study Roosevelt Island was **prioritized 4th**.
- This prioritization level is currently higher than all other stops on the East River Ferry System.
- Demand will increase with the Cornell University graduate school to be located on the island

Primary Tasks

- Island Wide Assessment and Evaluation
- Site Evaluation Criteria
- Site Investigation
- Integrating New Route into Existing Service
- Cost
- Feasibility

Island Evaluation



Landing Sites

Roosevelt Island Operating Corporation

Proposed Landing Sites

- Observation Pier
- Former Oil Dock
- Octagon
- Southpoint Park

Ferry Operators

1. NY Waterway
   - Provides **Commuter** ferry service
   - In the spring of 2011, the East River Ferry Service began.
     - Annual Ridership was projected to be at 410,000
     - Actual numbers were just under 1 million.

Ferry Operators

2. Water Taxi
   - Provides tourist and sightseeing tours
   - Could be utilized for special access events on the island
3. SeaStreak
   - Commuter Service between Manhattan and Monmouth County, New Jersey
   - Possible service to New York Yankees and Mets games.

Ferry Landing Feasibility Study Presentation

Presented by:

Stephen A. Famularo, P.E.

November 15, 2012

www.ocean-coastal.com

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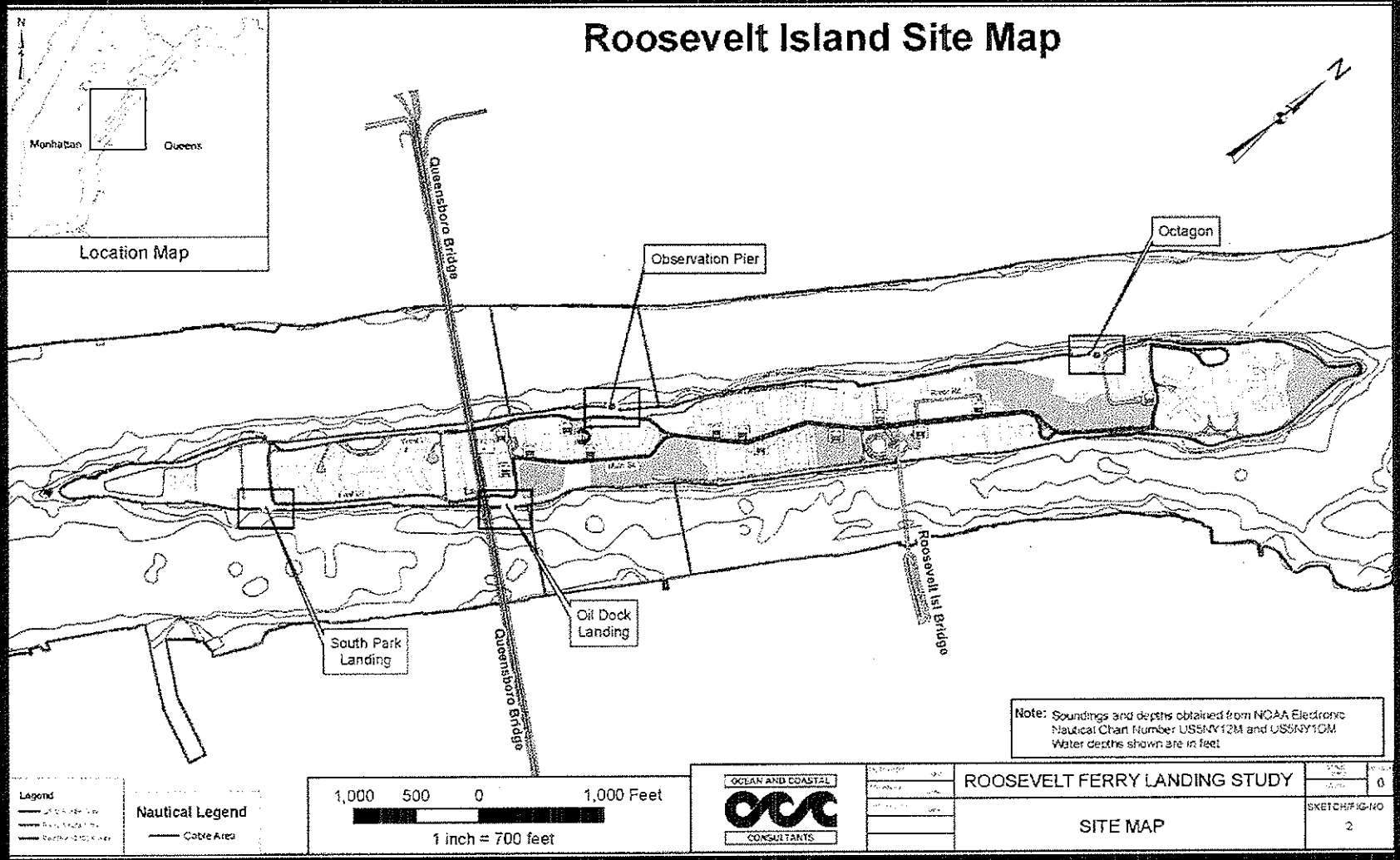

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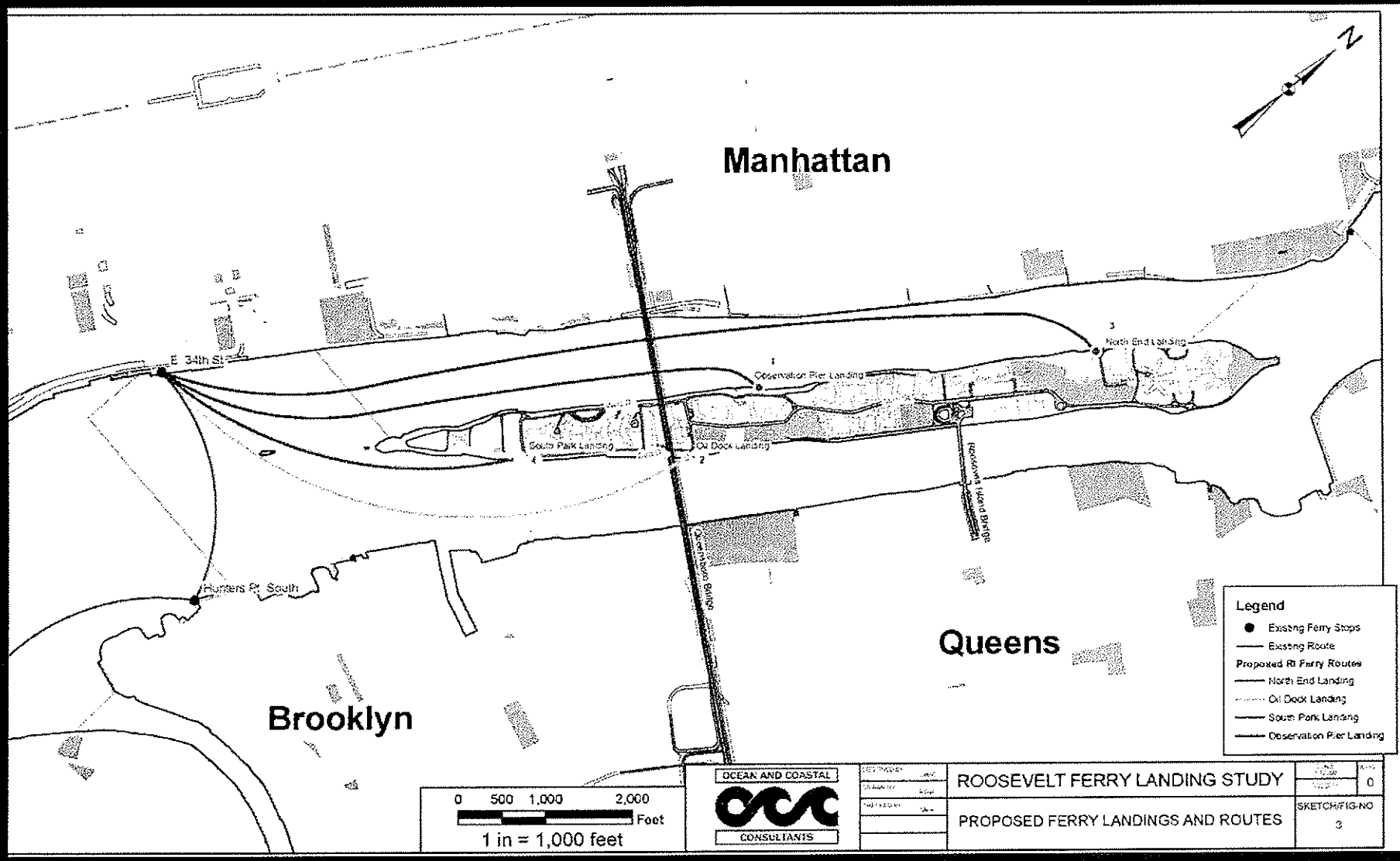
- Primary Route would be Point-to-Point
- Ferry would travel from Roosevelt Island to 34th Street and back.
- Riders would need to transfer for additional stops further south.


Manhattan
Brooklyn
Queens
E 34th St
Hunters Pt South
Observation Pier Landing
South Park Landing
Oil Dock Landing
North End Landing
Roosevelt Island Bridge
Queensboro Bridge
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Legend
Existing Ferry Stops
Existing Route
Proposed RI Ferry Routes
North End Landing
Oil Dock Landing
South Park Landing
Observation Pier Landing
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OCEAN AND COASTAL CONSULTANTS
ROOSEVELT FERRY LANDING STUDY
PROPOSED FERRY LANDINGS AND ROUTES
SKETCH/FIG-NO
3
0

Basic Construction

- **Basic Construction**
  - Floating barges moored in place with steel spud piles.
  - Access to the barge is provided by an aluminum gangway
  - Access to the ferry is provided by aluminum ramps that are lowered onto the deck through an electrical and mechanical pulley
  - LL-68 compliant

Basic Construction

- **Amenities**
  - Electrical connections for raising and lowering ramps and lighting
  - Queuing areas for passengers, ticket, schedule and route map signage, and shelters for inclement weather

Site Review

Proposed Island Operating Corporation

Greenpoint Landing

North Williamsburg Landing

Site Review

Roosevelt Island Operating Corporation

Site Evaluation Criteria

- **Engineering**
  - Construction
  - Navigation
  - Upland Sitework
  - Maintenance
  - Permitting
- **Ferry Service**
  - Travel Time
  - Proximity to Transportation Hubs
  - Proximity to Ferry Rides
  - Visibility
  - Waterfront Recreation Potential

Site Evaluation Criteria

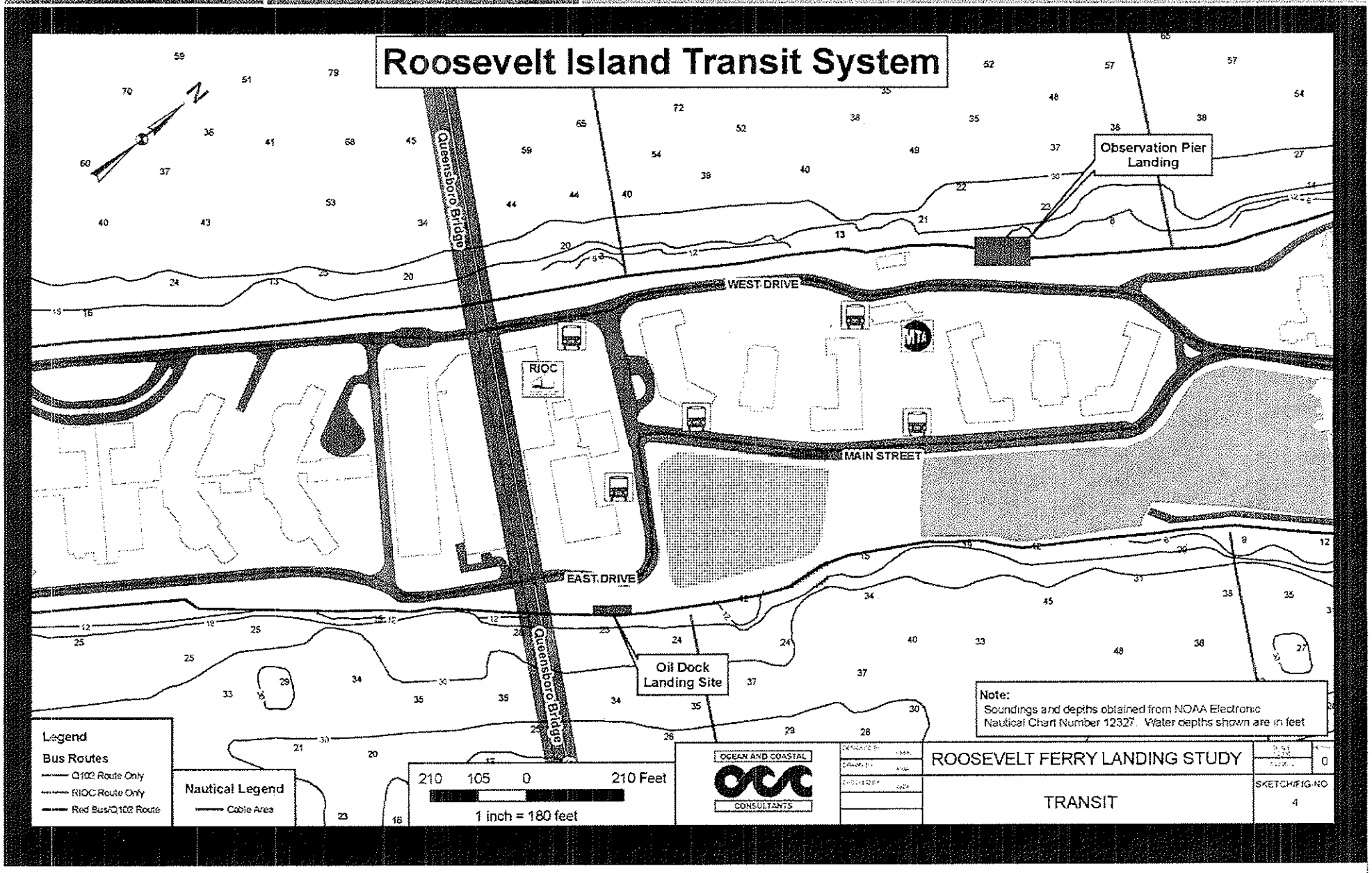
- Construction
  - Pile Design
  - Utility/Underground Crossings
  - Construction Costs
- Navigation
  - East Channel of the East River "No Wake" speed
  - Fast currents
- Upland Site Work
  - Queuing areas for riders
  - Ticket booths or kiosks
  - Drop-off locations
  - Protection from the weather
  - ADA compliant access.

Site Evaluation Criteria

- Landing Maintenance
  - Landings must be able to move up and down with tides and boat wakes
  - Ideal location would be in a reasonably calm area with infrequent wake events
- Permitting
  - Ideal locations
    - Provide recreational access for non-riders of the ferry system
    - require minimal disturbance of the existing waterfront structures
    - Smallest area of water affected

Proposed Landing Sites

- Observation Pier
- Former Oil Dock
- Octagon
- Southpoint Park


Roosevelt Island Transit System
N
Queensboro Bridge
WEST DRIVE
MAIN STREET
EAST DRIVE
RIOC
MTA
Observation Pier Landing
Oil Dock Landing Site
Queensboro Bridge
Note:
Soundings and depths obtained from NOAA Electronic Nautical Chart Number 12327. Water depths shown are in feet
Legend
Bus Routes
Q102 Route Only
RIOC Route Only
Red Bus/Q102 Route
Nautical Legend
Cable Area
210 105 0 210 Feet
1 inch = 180 feet
OCEAN AND COASTAL CONSULTANTS
ROOSEVELT FERRY LANDING STUDY
TRANSIT
SKETCH/FIG NO
4

Observation Pier Landing

Pros

- Shortest travel time to East 34th Street (approx. 6 minutes)
- Centrally located to transportation Hub.
- Existing pier, upland area provides adequate space.

Cons

- Proximity to subsurface electrical crossing and subway Tunnels
- Installation of rock-socketed piles required
- Relative construction cost for the landing will be high
- Maintenance of the dock will be greater as a result of frequent large wake events.

Oil Dock Landing

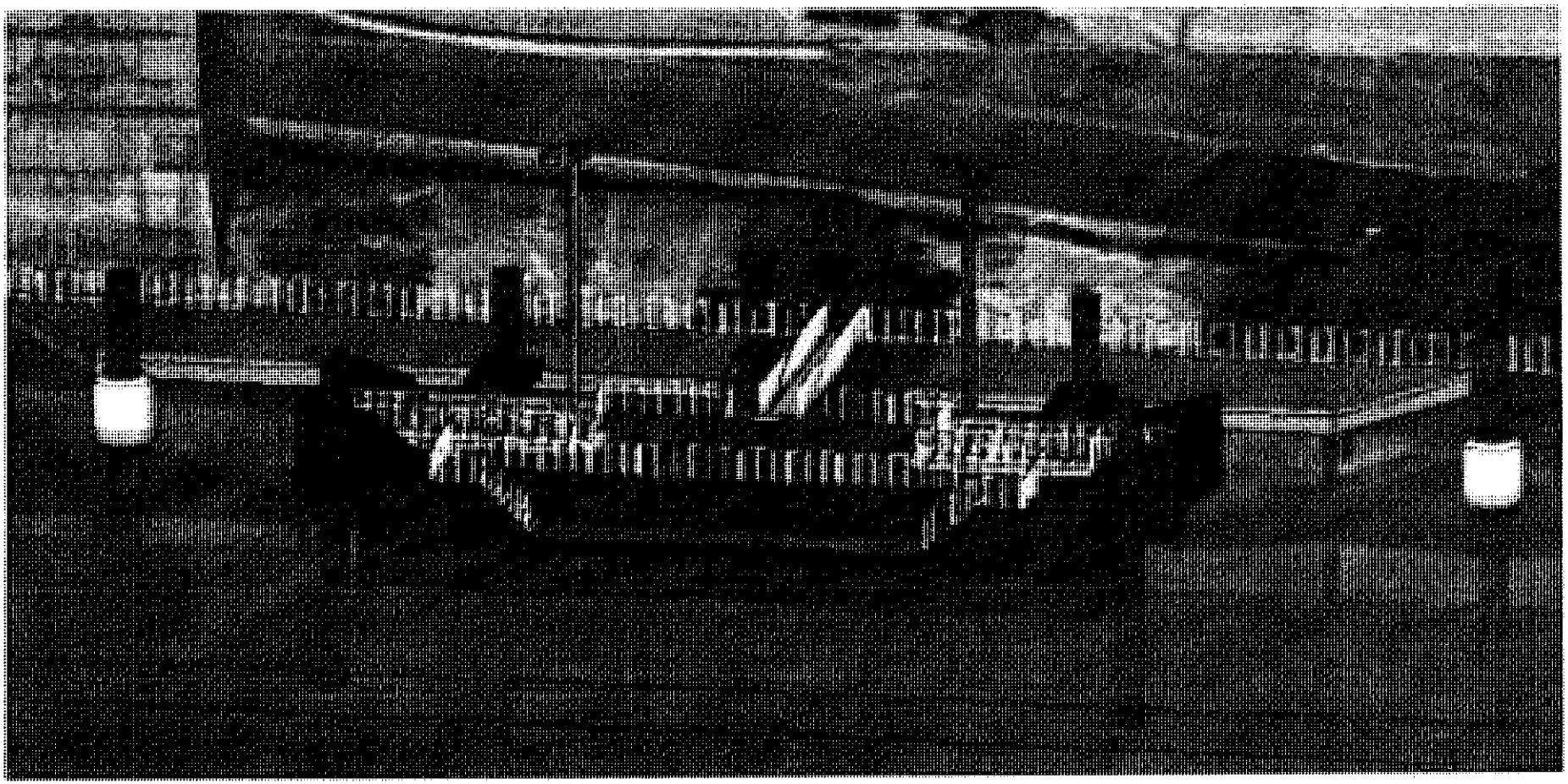
Pros

- Upland area provides adequate space.
- Centrally located to transportation Hub.
- Close to north end of future Cornell University.
- Potential waterfront recreational use.
- Located in relatively calmer waters of east channel

Cons

- Longest travel time to East 34th Street (approximately 15 minutes) due to "No-Wake" zone.
- Greatest impact on the overall East River Ferry schedule.
- Poor visibility of ferry will reduce knowledge of service.

Proposed Oil Dock Landing



Octagon Site

Pros

- Travel time to East 34th Street (approximately 8 minutes);
- Adequate space to support the necessary service
- Previously received a permitted for a landing.
- Close to residential areas of island.

Cons

- Not centrally located to transportation Hub.
- Far from future Cornell University site.
- Installation of rock-socketed will be required
- Relative construction cost for the landing will be high
- Maintenance of the dock will be greater as a result of frequent large wake events..

Southpoint Park

Pros

- Closest to future Cornell University site.
- Potential for waterfront recreational use.
- Located in relatively calmer waters of east channel which reduces long-term maintenance costs.

Cons

- Not centrally located transportation hub.
- Far from residential areas of the island.
- Relative construction cost for the landing will be high.
- No upland facility exists.

Table 1 - Comparison of potential landing locations.

Category	Criterion				
		[illegible]	[illegible]	[illegible]	[illegible]
Engineering	Construction	Heavy vessel activity in west channel with landing in proximity to subsurface utility crossings/subway.	[illegible]	Heavy vessel activity in west channel with no anticipated subsurface crossings/subway.	[illegible]
	Navigation	High current with high wake activity, but no speed restrictions.	High current with low wave activity and "no wake" zone along most of east channel.	High current with high wake activity, but no speed restrictions.	High current with low wave activity and "no wake" zone along most of east channel.
	Upland Site Work	[illegible]	Existing structures requiring maintenance, but large upland area available for rehabilitation.	[illegible]	[illegible]
	Landing Maintenance	Generally rougher water as a result of heavy vessel activity in west channel and higher maintenance necessary.	[illegible]	Generally rougher water as a result of heavy vessel activity in west channel and higher maintenance necessary.	[illegible]
	Permitting	Existing waterfront structures but USCG permitting may be issue with regards to vessel traffic.	Existing waterfront structures and deck removal of dock could provide mitigation.	[illegible]	New shoreline structures necessary and no previous permitted structures.
Ferry Service	Travel Time by Ferry	[illegible]	Approximate travel time to East 34th Street Landing is ~15 minutes (Due to no wake zone).	[illegible]	Anticipated travel time to East 34th Street Landing is ~12 minutes (Due to no wake zone).
	Proximity to Transportation Hubs	[illegible]	[illegible]	Outer bus service route, but far from ferry/train and subway.	Outer bus service route, but far from ferry/train and subway.
	Proximity to Ferry Riders	[illegible]	[illegible]	Very close to residential end of island, but far from Cornell and Southpoint Park..	Very close to future Cornell campus and Park, but far from residences.
	Visibility	[illegible]	Not clearly visible and knowledge of service to the island will be minimal unless through promotion.	[illegible]	Not clearly visible and knowledge of service to the island will be minimal unless through promotion.
	Waterfront Recreational Potential	[illegible]	[illegible]	[illegible]	[illegible]
Recommendation Rank		1	2	3	4

Initial Opinion of Cost

- 15% Contingency
- Engineering Design and Construction
- Construction Administration
- Upland Work and Amenities

Initial Opinion of Cost

- Observation Pier - $5.4 Mil
- Former Oil Dock - $6.7 Mil
- Octagon - $5.3 Mil
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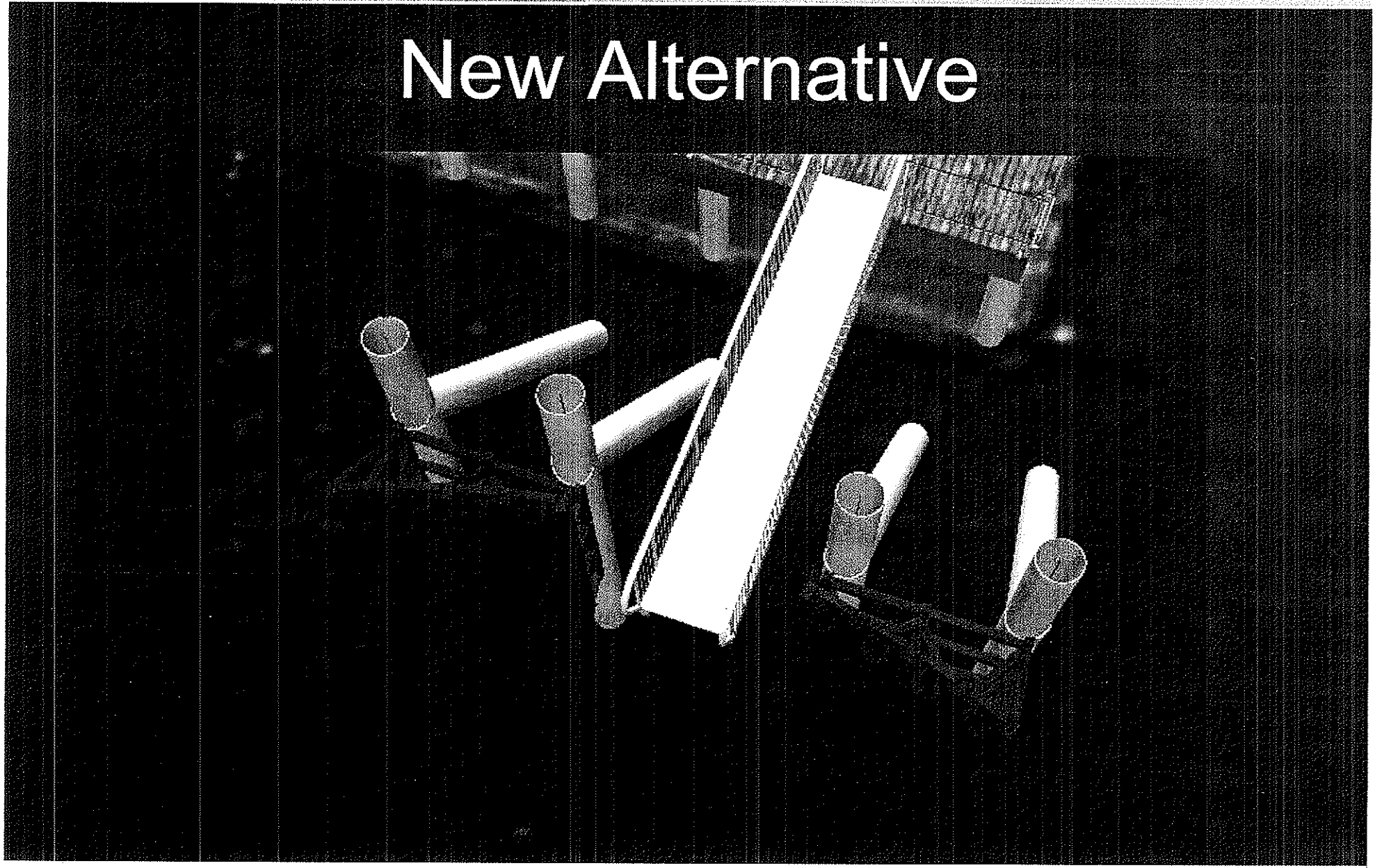
New Alternative

New Alternative



Review and Questions

- Observation pier appears to be most suitable location.
- Alternatives exist for mitigating cost.
- Total project duration from design NTP to opening is 12 to 18 months.

Ferry Operations

- Primary Route would be Point-to-Point
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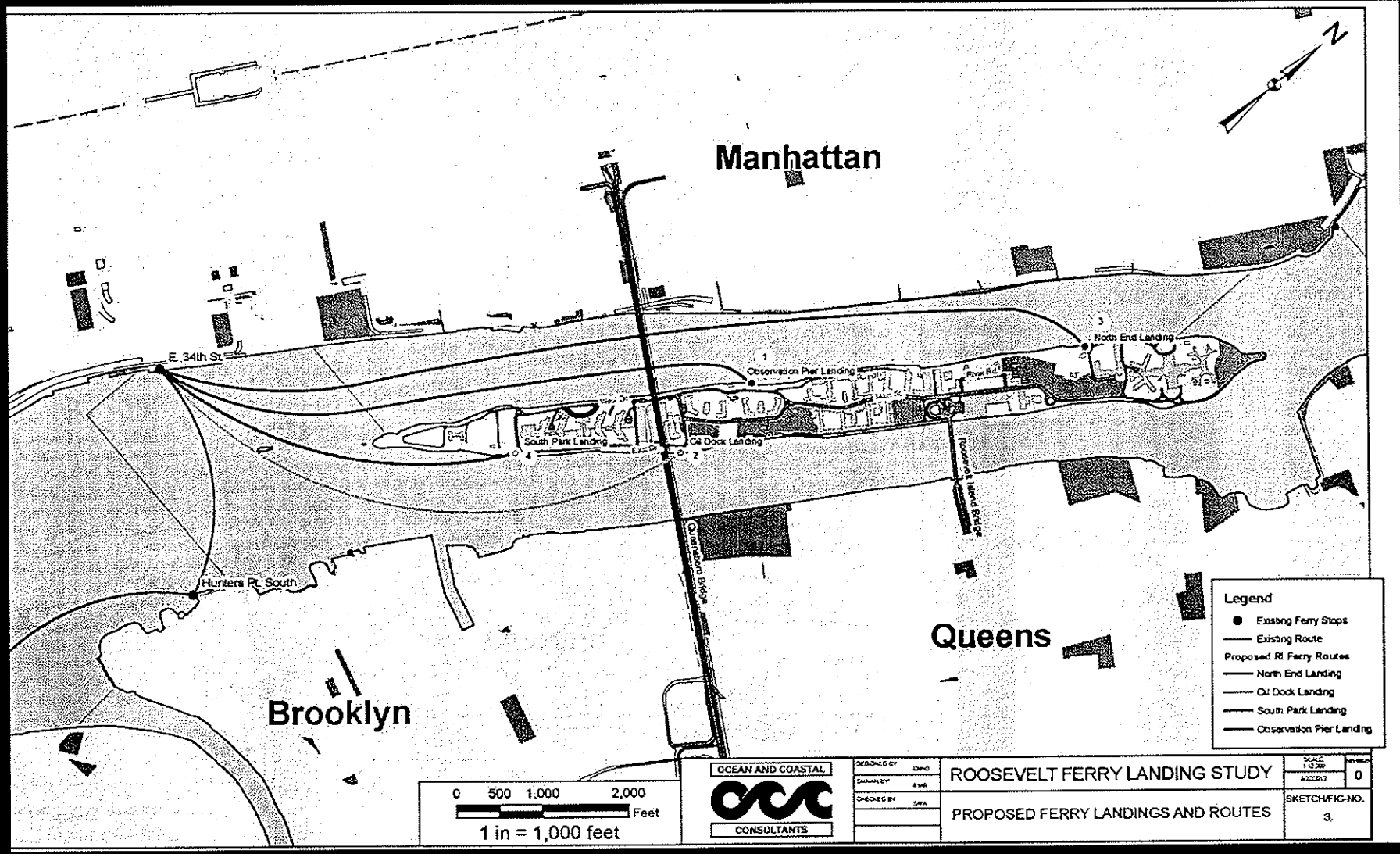
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Green Point Landing

Site Review

Roosevelt Island Operating Corporation

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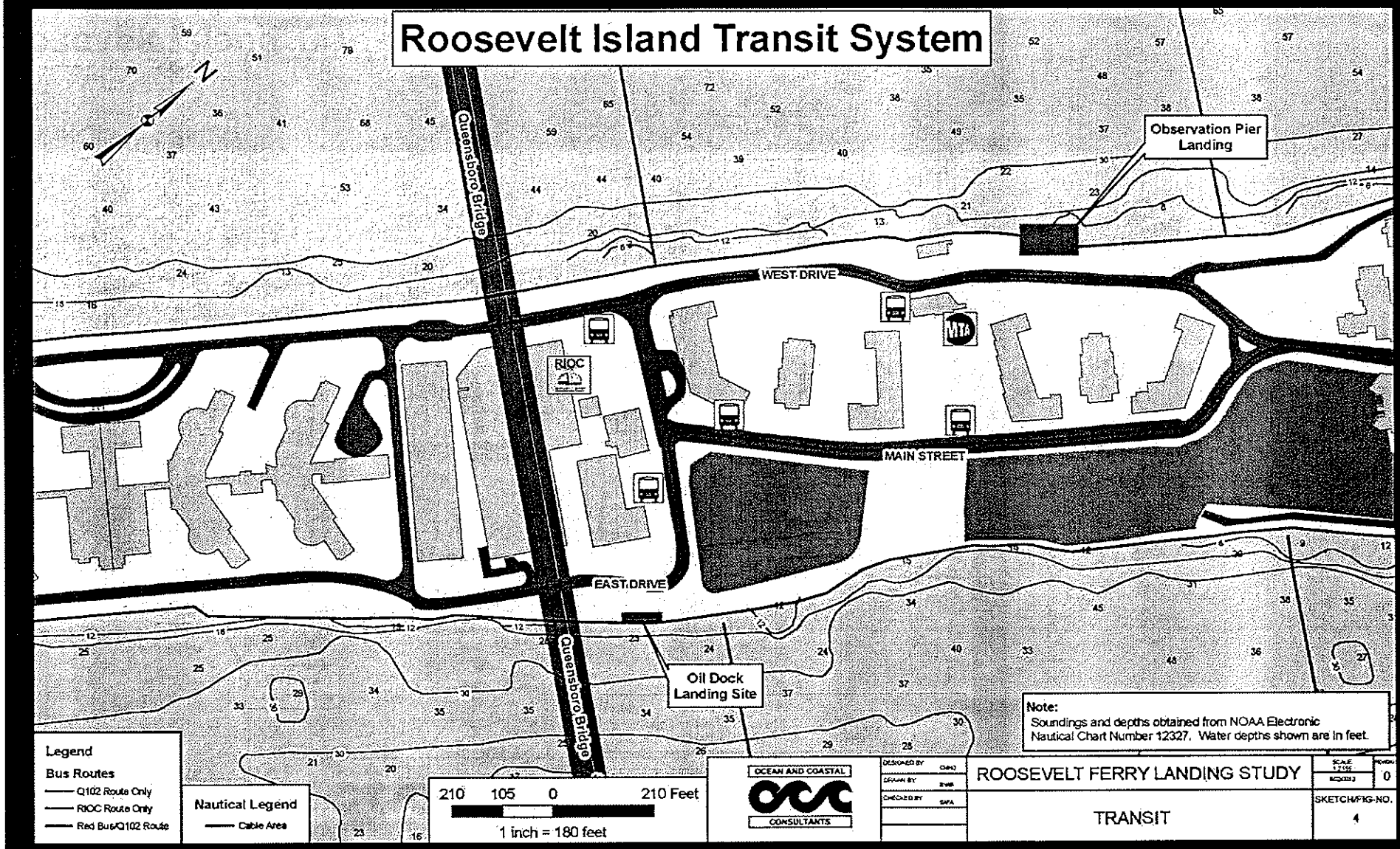
OCEAN AND COASTAL CONSULTANTS INC.



Roosevelt Island Operating Corporation

Observation Pier Landing

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- Shortest travel time to East 34th Street (approx. 6 minutes)
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Cons

- Proximity to subsurface electrical crossing and subway Tunnels
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- Relative construction cost for the landing will be high
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Oil Dock Landing

Pros

- Upland area provides adequate space.
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- Close to north end of future Cornell University.
- Potential waterfront recreational use.
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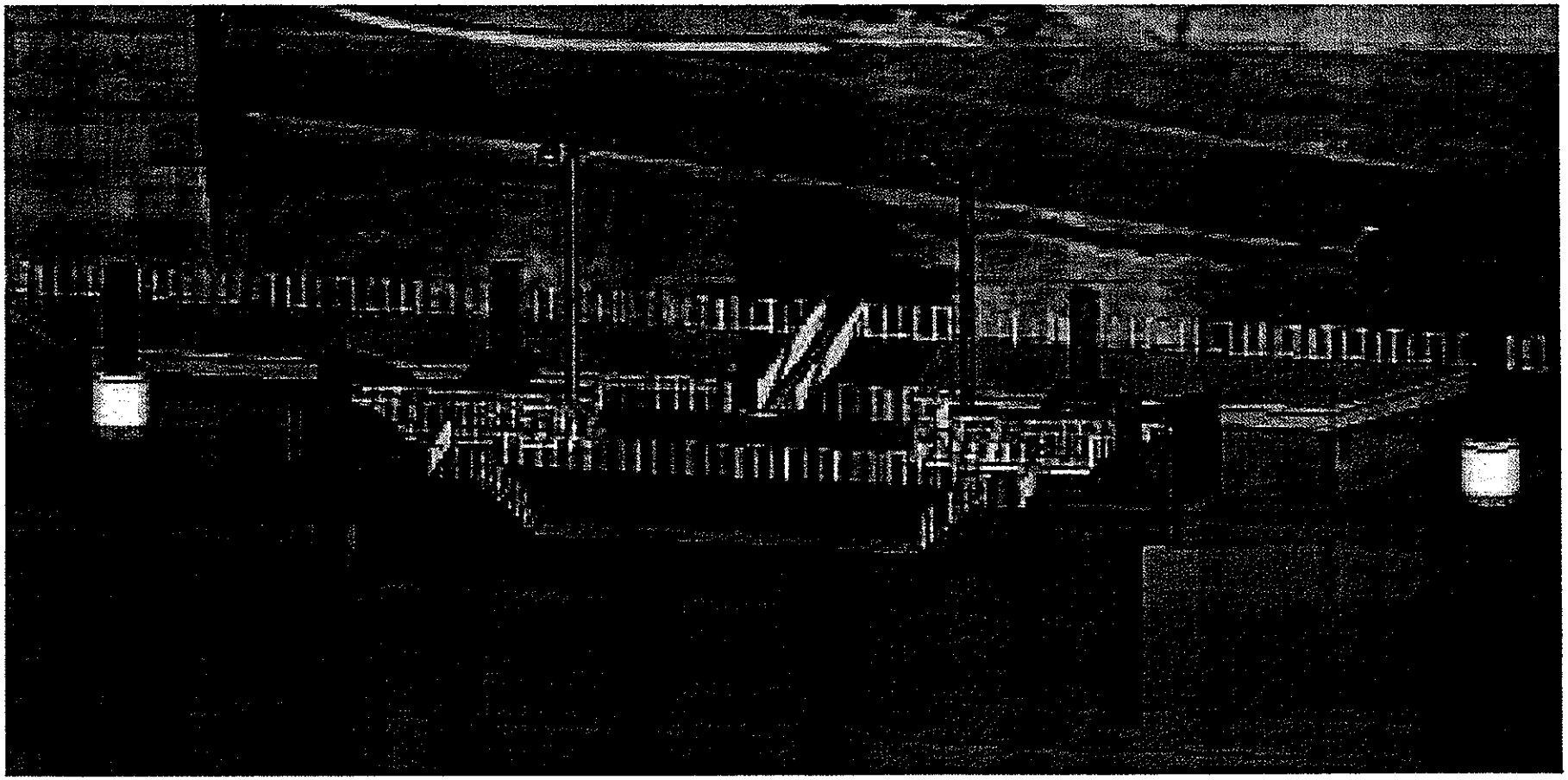

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- Travel time to East 34th Street (approximately 8 minutes);
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Table 1 - Comparison of potential landing locations.

Category	Criterion	Potential Landing Location			
		Observation Pier	Former Oil Dock	Octagon	Southpoint Park
Engineering	Construction	Heavy vessel activity in west channel with landing in proximity to subsurface utility crossings/subway.	Calm water with no anticipated subsurface utility crossings/subway.	Heavy vessel activity in west channel with no anticipated subsurface crossings/subway.	Calm water with no anticipated subsurface utility crossings/subway.
	Navigation	High current with high wake activity, but no speed restrictions.	High current with low wave activity and "no wake" zone along most of east channel.	High current with high wake activity, but no speed restrictions.	High current with low wave activity and "no wake" zone along most of east channel.
	Upland Site Work	Existing dock with ADA compliant access and room for passenger queuing, ticket booths, etc.	Existing structures requiring maintenance, but large upland area available for rehabilitation.	Existing dock with ADA compliant access and room for passenger queuing, ticket booths, etc.	No existing upland infrastrture and waterfront structure construction and improvements necessary.
	Landing Maintenance	Generally rougher water as a result of heavy vessel activity in west channel and higher maintenance necessary.	Relatively calm water with minimal maintenance anticipated.	Generally rougher water as a result of heavy vessel activity in west channel and higher maintenance necessary.	Relatively calm water with minimal maintenance anticipated.
	Permitting	Existing waterfront structures but USCG permitting may be issue with regards to vessel traffic.	Existing waterfront structures and deck removal of dock could provide mitigation.	Ferry landing previously received permits for this location.	New shoreline structures necessary and no previous permitted structures.
Ferry Service	Travel Time by Ferry	Anticipated travel time to East 34th Street Landing is ~6 minutes.	Anticipated travel time to East 34th Street Landing is ~15 minutes (Due to no wake zone).	Anticipated travel time to East 34th Street Landing is ~8 minutes.	Anticipated travel time to East 34th Street Landing is ~12 minutes (Due to no wake zone).
	Proximity to Transportation Hubs	On red bus service route and in close proximity to Tram and subway.	On red bus service route and in close proximity to Tram and subway.	On red bus service route, but far from Tram and subway.	On red bus service route, but far from Tram and subway.
	Proximity to Ferry Riders	Central to island and equidistant to Cornell campus and residential area.	Central to island and equidistant to Cornell campus and residential area.	Very close to residential end of island, but far from Cornell and Southpoint Park..	Very close to future Cornell campus and Park, but far from residences.
	Visibility	Clearly visible from FDR, East River Esplanade, Tram, and residences in Manhattan.	Not clearly visible and knowledge of service to the island will be minimal unless through promotion.	Clearly visible from FDR, East River Esplanade, Tram, and residences in Manhattan.	Not clearly visible and knowledge of service to the island will be minimal unless through promotion.
	Waterfront Recreational Potential	Launching and temporary landing not recommended on west channel due to heavy vessel traffic.	Launching and temporary landing is acceptable location on the calmer east channel of the East River.	Launching and temporary landing not recommended on west channel due to heavy vessel traffic.	Launching and temporary landing is acceptable location on the calmer east channel of the East River.
Recommendation Rank		1	2	3	4

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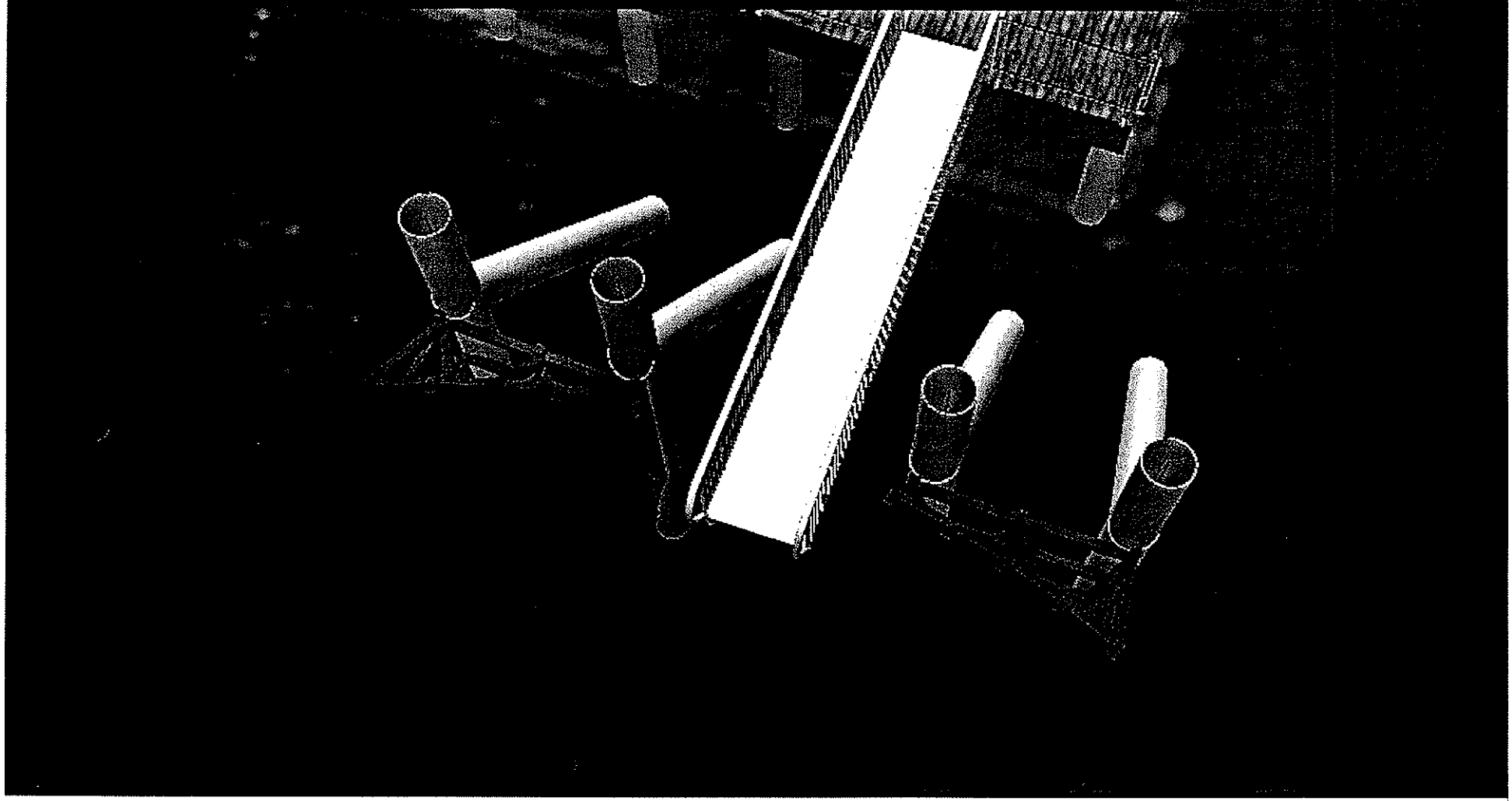
New Alternative

New Alternative



Review and Questions

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New York City Planning Commission
ULURP Public Hearing
Cornell NYC Tech (C130076ZMM, C130007MMM & C130078 PPM)
Tom McKnight, Executive Vice President, NYCEDC
February 6, 2013

Good morning Chair Burden and members of the City Planning Commission. I'm Tom McKnight, Executive Vice President for Planning, Development and Transportation at NYCEDC. I'm pleased to speak with you today about the proposed Cornell NYC Tech project, which is before the Commission as part of the ULURP review of proposed zoning, mapping and disposition actions.

You'll hear today from the Cornell team about the mission, the careful planning and innovative design of the future campus. I'd like to introduce that discussion by providing a brief overview of how this critically important project took shape as a concept, and what it will achieve as a central part of the Applied Science NYC initiative and the Mayor's broader priority of economic diversification.

Applied Sciences NYC grew out of an exercise launched in 2008 that we refer to as "Game Changers", where we asked academic, business, and community leaders the one thing they would change in order to have the greatest impact on the City's economy. We started to hear a consistent message that nearly all major innovation centers around the globe have a critical mass of applied sciences research and development activity. And, though the City has excellent institutions of higher learning, given the size of our economy and our ambition to be the leader in innovation in the 21st Century—we did not have enough of it.

announcement to certification. During this period, a determined Cornell also launched its first class of students, who are studying at the Google building until the Roosevelt Island campus opens its doors. Accordingly, the City is already beginning to feel the effects of this exciting project.

The ultimate effects are expected to be significant, with 2,000 students enrolled by the time of full build-out, substantially increasing the number of full-time graduate engineering students in New York City and further elevating Cornell's already prominent presence here. The Cornell NYC Tech program and its campus of environmentally sustainable academic, residential, corporate co-location and related uses is expected to generate thousands of direct permanent and construction jobs; the spin out of hundreds of new companies creating tens of thousands of additional new jobs; and more than $23 billion in economic activity.

With the completion of the Phase I project in 2017 and the realization of the full state-of-the-art campus plan, Cornell Tech, as part of the Applied Science NYC initiative, will help secure New York City's leadership position in the innovation economy by making the City a more viable place for cutting-edge businesses that require scientific talent – and doing it in a way that is based on good planning and innovative design. Thank you for the opportunity to present to the Commission on this important project. I'd be pleased to answer questions you may have.

Queens Chamber of Commerce

Jack Friedman, Executive Director
Albert F. Pennisi, Counsel

Carol Conslato, President
Mayra DiRico, 1st Vice President
Gerard J. Thornton, Treasurer

Cornell NYC Tech
Department of City Planning
Public Review Hearing
Wednesday, February 6, 2013

The Queens Chamber of Commerce salutes the Bloomberg Administration and the New York City Economic Development Corporation and its efforts to diversify the city's economy by launching the Applied Sciences NYC initiative. We are further gratified that the Cornell University and its academic partner, the Technion-Israel Institute of Technology, were selected to build a world-class applied sciences campus on Roosevelt Island, right across the river from our western Queens border.

Cornell Tech will educate the next generation of leaders who will advance technology, generate cutting-edge research that addresses critical issues, and whose graduates will be a significant contributor to the Queens and New York City economies. Cornell understands the importance that this campus will have on our Queens community and the borough's overall economy.

This campus, because of its proximity to Queens will be a catalyst in supporting a growing Tech community in our borough. Opportunities in Queens for resident and student housing, incubator space, start-up space and an area that engineers and tech specialists will find appealing to work, live and play in will perfectly compliment the Roosevelt Island campus.

Construction on Roosevelt Island is expected to begin in 2014, with the first phase of the campus due to open in 2017 While the first phase of the campus is expected to include the first academic building, a corporate co-location building, an executive education center with hotel facilities, a residential building for students and faculty and 125,000 square feet of public open space, it is clear that expansion in Queens will be necessary and logical.

It is estimated that tens of thousands of permanent jobs will be created from spin-offs, licenses and corporate growth by Cornell Tech graduates. There will be thousands of temporary construction jobs and permanent jobs for campus operations. Cornell University has set a goal to hire 15% of new employees who are currently earning below the poverty line. Further, Cornell is committed to investing $150 million over the next 30 years in NYC area tech start-ups in partnership with venture capital investors.

Cornell should be applauded for leading a transparent process throughout the ULURP process and has engaged in hundreds of meetings with elected officials and community leaders throughout our borough. The commitment to a Roosevelt Island campus has resulted in overwhelming support from the Queens business community, the impacted Community Boards and the Queens Borough President.

The Queens Chamber of Commerce strongly supports the Cornell NYC Tech project and urges the City Planning Commission to vote in favor of this project.

Respectfully submitted,

Jack Friedman
Executive Director

TESTIMONY FROM THE ASSOCIATION FOR A BETTER NEW YORK REGARDING CORNELL NYC TECH BEFORE THE NEW YORK CITY PLANNING COMMISSION

February 6, 2013

The Association for a Better New York (ABNY) is an organization that promotes the effective cooperation of public and private sectors to improve life for all New Yorkers. ABNY strongly supports the vision for the Cornell NYC Tech initiative and commends Cornell University, the Technion-Israel Institute of Technology, the New York City Economic Development Corporation (NYCEDC) and the Mayor's office for working together on this thoughtful plan.

For New York City, the establishment of a top-tier applied sciences and engineering campus is a once-in-a-generation opportunity to dramatically increase our city's potential for economic growth. The Cornell NYC Tech Initiative is a bold strategy that represents a significant investment in the city's academic base and in its intellectual potential, while moving the city beyond its reliance on the finance sector. Furthermore, it is a broad investment in New York City as a place that supports innovation and encourages and enables the transformation of ideas into start-up companies.

The main objective of the Cornell NYC Tech project is to commercialize technological breakthroughs and spin out new businesses, emulating the success of Silicon Valley where many tech start-ups spun off of Stanford and other universities and labs, as well as the success of the Boston area where tech start-ups spun off of M.I.T.

As you may know, ABNY has spent a significant amount of time looking at the importance of the tech sector to the growth of New York City's economy. Recently, working in partnership with the Center for Urban Future, we issued a report entitled, "New Tech City" which identified the lack of top-tier engineers as the city's biggest barrier to city's continued growth in the tech sector. The Cornell NYC Tech project will go a long way towards accomplishing that goal.

When fully complete in 2037, Cornell NYC Tech will include approximately 2 million square feet of academic, residential, corporate R&D space and will be the home to over 2,000 graduate students and hundreds of faculty and staff. The campus will move from its temporary home at Google's headquarters in Chelsea to Roosevelt Island in 2017. Conveniently located on the F-train "tech corridor", the campus will be a significant community resource. The beautiful Roosevelt Island site, with its expansive views of Manhattan and Queens, will offer significant open space for campus residents as well as visitors and the community. The campus plan creates a campus that engages the existing natural and cultural resources of Roosevelt Island, retaining connections to the past and present as it envisions the future. Its design uses information about the island's unique ecology to be site and climate responsive, creating a one-of-a-kind technical campus in harmony with its surroundings. The river, the water views, the esplanade, the two parks on the southern end

of the island, and the natural landscape are all major features of the site that are central elements guiding the development of the campus.

The tech campus will be a model of sustainable development with exceptional energy efficiency, unparalleled photovoltaic solar and geothermal coverage, and state-of-the-art on-site power generation. The net-zero energy goal for the first academic building – visionary for a development of this size – will command notice and galvanize creativity and innovation on the campus. The sustainable campus will create unique opportunities for community and research collaborations, furthering the energy and green development goals of the region.

The Cornell NYC Tech project is critical for New York City's economic growth, and we hope that the New York City Planning Commission agrees. Thank you for your time, and your consideration of this important matter.

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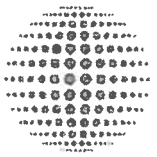

Partnership for New York City

TESTIMONY BEFORE THE CITY PLANNING COMMISSION ON THE CORNELL NYC TECH CAMPUS

WEDNESDAY, FEBRUARY 6, 2013

The Partnership for New York City represents the city's business leadership and its largest private sector employers. We work together with government, labor and the nonprofit sector to promote economic growth and maintain the city's position as a global center for commerce and innovation. The Partnership for New York City Fund is a $120 million enterprise, capitalized by our member companies, that invests in job creation, community development and building our innovation industries.

We view the Cornell Tech project as among the most important economic development initiatives underway in New York City today and urge its approval.

New York's primary challenge in the years ahead will be to remain a global leader in the rapidly changing innovation economy. Increasingly, the city's pre-eminence will rely on the ideas and new businesses generated by our universities and medical institutions, the R&D activities of our major corporations, and the entrepreneurs and creative talent who are fueling the growth of our technology sector clusters in digital media & tech, biotech, health IT, clean tech, financial technology and enterprise software.

Positioning the city to outperform in these areas requires a 21st century workforce with the skills to sustain our competitive edge, develop the next round of game-changing inventions, and launch and scale businesses right here in New York. We often hear from both entrepreneurs and established companies that engineers are one of the hottest commodities in the city's job market because they are so few. Too often, especially as these businesses grow, they must leave New York and relocate to markets better positioned to supply needed talent. The Mayor's Applied Sciences Initiative, of which Cornell Tech is a part, will more than double the number of both graduate students and faculty in engineering in New York City over the next several years. This homegrown engineering talent will be critical to our economic future.

The project pairs two of the world's top institutions in the fields of science, engineering and research. Both have long and impressive track records of generating applied science

breakthroughs and spinning off new businesses. Indeed, tens of thousands of permanent jobs are projected to result from spin-offs, licenses and new business formation led by Cornell Tech graduates.

The Cornell Tech team has been a great partner in the planning process, engaging in hundreds of meetings with elected officials and residents on Roosevelt Island and throughout the city. The project enjoys overwhelming support from Manhattan Community Board 8 and Manhattan Borough President Scott Stringer.

We urge the Commission to vote in favor of this vital project. Thank you.

Good Morning.

I am Seth Bornstein, Executive Director of the Queens Economic Development Corporation

Creating and retaining jobs for Queens is the mission of the Queens Economic Development Corporation. As such the development of the Cornell NYC project will create opportunities for new commerce and education - vital to our borough's growth.

A city needs to grow if it is to remain a strong economic center. The project will have a positive impact on western Queens - a neighborhood that is increasingly desirable for new businesses, residents and retailers. The QEDC is currently creating new businesses in the community at our Entrepreneur Space and we welcome new and innovative businesses to join us. We certainly believe the outcomes will be beneficial for all.

Without increased commerce there are no job gains. New businesses create employment opportunities on every level - and I am sure this will be the case for this new project. Additionally, new businesses will increase our tax base - for years Queens has seen high tech business go elsewhere. This project will help new businesses recognize the value of our borough - its available space, great transportation and most importantly its well educated and diverse workforce.

I look forward to working with all stakeholders in seeing this project through.

Etsy

Testimony to the New York City Planning Commission
Cornell NYC Tech Campus for Applied Sciences
February 6, 2013

Good morning Commissioners. Thank you for the opportunity to testify. My name is Althea Erickson, and I am the Policy Director at Etsy.

Etsy is an online marketplace where you can buy handmade and vintage goods directly from artists, designers, and collectors around the world. We host more than 800,000 active sellers on our platform, most of whom are women running home-based businesses. Our members sell everything from food to furniture—there are more than 17 million products for sale on Etsy right now. 42 million unique visitors come to our marketplace each month.

As one of the city's homegrown tech start-ups, we strongly support the Cornell NYC Tech campus for applied sciences, and believe it is vital to the future of our burgeoning tech sector.

Etsy is a great New York City success story. We were founded in Brooklyn in 2005, and have been profitable since 2009. To date, we have raised $91 million in venture capital, with local investors like Union Square Ventures being one of our biggest investors and our first source of venture capital. We now employ over 400 people around the world, many in our DUMBO headquarters across the river.

As we enter our eighth year, the Etsy marketplace continues to grow at a rapid pace. In 2012, overall sales by the community grew 70.3% over the previous year, totaling nearly $900 million. More shoppers are coming to Etsy than ever before; in fact, new buyers increased by 83% in the last year. We added 10 million new members in 2012, nearly doubling the total number of members to 22 million around the world, with transactions taking place in nearly 200 countries.

But this story of growth and success is not just our own. According to a recent report by the Center for an Urban Future, information and technology jobs in the city have increased by 28.4% in the last five years, while private-sector jobs grew by just 3.4%.[1] Technology companies provide good, middle class jobs for New Yorkers both within and outside the sector. A recent report commissioned by Engine Advocacy found that one job in the high-tech

1 Bowles, Jonathan and David Giles. "New Tech City." Center for an Urban Future (2012)

sector results in an additional 4.3 jobs in the local goods and services economy.[2] And this data doesn't even begin to quantify the economic impact of new businesses enabled by online platforms. In New York alone, Etsy hosts nearly 110,000 micro-entrepreneurs who run their own businesses on our site. When we expand the conversation beyond individual companies to the users they empower, the economic impact of the technology sector is truly phenomenal.

Yet the biggest challenge thwarting the growth and success of New York tech companies is access to engineering talent. At Etsy, at any given time we have 25-35 positions open, about half of which are open-ended, meaning we will hire as many viable candidates to fill these roles as we can find. Given the intense competition to hire high-quality engineers, we spend considerable resources relocating people to New York, hiring individuals from abroad, and training up junior level staff. In the last year we moved 35 engineers here from cities all over the world, and we currently have 38 H1-B visas in process, at the considerable cost of roughly $25,000 per hire. We believe Cornell NYC Tech will not only graduate students who will help fill these hiring gaps in the long term, but that their very presence will attract other engineers and increase the attractiveness of New York City to our potential recruits, improving the overall pool of talent.

The Cornell NYC Tech campus will be an anchor institution to support the burgeoning tech community in New York City. As an academic institution, the school will provide much needed research and a vibrant partner to local companies. We expect the campus to attract the world's best professionals and students to New York City, fostering a thriving ecosystem of talented innovators working together to solve intractable problems. Partnerships with the institution and the academics it employs are likely to produce new spin-off companies, innovative public/private partnerships, and ultimately tens of thousands of jobs. Already, New York City is surpassing Boston as the #2 tech city in the country. With the Cornell NYC Tech campus, we believe we can be #1.

As a B Corp committed to reimagining commerce to build a more fulfilling and lasting world, we believe the tech industry should lead by example in the areas of environmental sustainability and social responsibility. For this reason, we are encouraged by Cornell NYC Tech's plans for a net-zero impact main building and LEED platinum certification for every building on the campus.

We strongly support the Cornell NYC Tech project and encourage the City Planning Commission to vote in favor of the project. Thank you again for giving me the opportunity to testify.

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2 Hathaway, Ian and Patrick Kallerman. "Technology Works: High-Tech Employment and Wages in the United States." Bay Area Council Economic Institute (2012)

My name is Mark Lyon. I live on Roosevelt Island, am a board member of the Roosevelt Island Community Coalition and participate in the Roosevelt Island Residents Association. I rise today to support Cornell's Applied Sciences Facility, but have concerns about the information provided thus far. Much has been made of Cornell's desire to be part of the Roosevelt Island community. Their plans, however, indicate a desire to operate their portion of the island in isolation from the whole.

In my limited time, I would like to address three of my concerns.

First, the Goldwater Hospital site is known to contain **Hazardous Materials**. In addition to standard hazards found in buildings of their age, the ground below the buildings contain heavy metals, semi-volatile organic compounds and fly ash used to fill the quarry. Removing these materials by truck risks exposing residents of Roosevelt Island, Queens and Manhattan to these toxic substances. The construction site is located close to several parks and recreational facilities – including those designed for use by children. For the protection of those near the construction site and along the removal path, it is important that an independent air and water monitoring program be implemented. It would also be reasonable to require barging to be used for materials transport, as this method would prevent those materials from traveling down Roosevelt Island's only street.

Second, while Cornell is undertaking efforts to make one of their academic buildings a "net zero" structure, through the use of photovoltaic panels and hundreds of geothermal wells, the designers have undertaken no effort to providing cohesive **Energy Solutions** appropriate to meet other needs of the Island. The Applied Sciences RFP clearly identified that replacement of the existing steam plant, which currently provides service to site along with Coler Hospital, the Sportspark, Motorgate Parking Garage and other facilities, would be necessary due to the reduced demand. Cornell, however, has not addressed this dramatic impact to the island.

Roosevelt Island has served as a test bed for new and innovative solutions, such as Verdant Power's tidal energy turbines and UTC Power's fuel cell. Many of its residential buildings, however, were not designed with energy efficiency in mind. They are poorly insulated and utilize electricity as their primary heat source. Cornell's green energy initiatives should expand beyond the campus and encompass the entire island. Helping to implement a modernized steam and power cogeneration facility would provide capacity to meet the needs of both the campus and existing island buildings while offsetting some of the island's commercial electrical needs.

According to Table 12-02 of the Draft Environmental Impact Statement, the campus will attract between 5,945 and 7,589 students, professors, staff, businesspeople, family members and hotel guests. Very little consideration has been given to ensuring these thousands will have access to adequate **Recreational Facilities**. One of the innovative features of the Roosevelt Island General Development Plan is the provision for community recreational facilities. Existing opportunities include various paths, fields, courts, pools and gyms accessible not only to Island residents but to the larger NYC community. Current users, however, already overwhelm existing capacity. For example, one of my neighbors travels to Manhattan to play tennis during the week, instead of playing on one of the six Roosevelt Island courts just steps from her door – it's nearly impossible to secure an available time on the courts. Adding recreational facilities – whether located on the development site or elsewhere on the island – should be a requirement for a project of this size.

Roosevelt Island is a unique part of New York City. We do not receive many of the services that are elsewhere provided by the City; instead, the Roosevelt Island Operating Corporation performs these tasks, supported only by the ground rents paid by our buildings. Cornell will not be paying similar rents, but will impose a significant burden to the operation of the island. Please require Cornell to offset any such impacts as a prerequisite to approval.

Thank you.


I expected adverse impacts from the cornell build... but there's hardly a ripple!
Yup! Leave it to a world renowned educational institute to come up with a creative solution!
CORNELL TECHNION SHUTTLE
TECHNION SHUTTLE

Nationwide, 594, or 4.7%, of local police departments employed at least 100 sworn personnel (table 2). This included 50 departments with 1,000 or more officers. The New York City Police department was the largest, with about 36,000 officers (see Exhibit 1). An estimated 5,757, or 45.5%, of departments employed fewer than 10 officers, including 561 with just 1 officer.

Thirty-four percent of all full-time local police officers were employed by a department with 1,000 or more sworn personnel, and 61% were employed by a department with at least 100 sworn personnel. Departments that employed fewer than 10 officers accounted for about 5% of officers nationwide.

Table 2. Local police departments and full-time personnel, by number of sworn personnel, 2003

Number of sworn personnel*	Agencies		Full-time sworn personnel		Full-time civilian personnel	
	Number	Percent	Number	Percent	Number	Percent
Total	12,656	100%	451,737	100%	129,013	100%
1,000 or more	50	0.4%	153,903	34.1%	45,737	35.5%
500-999	39	0.3	27,370	6.1	9,183	7.1
250-499	105	0.8	36,330	8.0	11,581	9.0
100-249	400	3.2	57,767	12.8	17,877	13.9
50-99	845	6.7	56,367	12.5	16,643	12.9
25-49	1,661	13.1	53,287	11.8	13,958	10.8
10-24	3,798	30.0	46,218	10.2	10,982	8.5
5-9	3,272	25.9	15,717	3.5	2,451	1.9
2-4	1,924	15.2	4,237	0.9	561	0.4
1	561	4.4	540	0.1	41	--

*Includes both full-time and part-time employees.
--Less than 0.05%.

Exhibit 1. The 50 largest local police departments by total number of full-time sworn personnel, number of full-time sworn personnel per 10,000 residents, and percent of full-time sworn personnel regularly assigned to respond to calls for service, 2003

Jurisdiction	Full-time sworn personnel			Jurisdiction	Full-time sworn personnel		
	Total number	Number per 10,000 residents[a]	Percent responding to calls[b]		Total number	Number per 10,000 residents[a]	Percent responding to calls[b]
New York (NY)	35,973	45	57%	New Orleans (LA)	1,622	35	75%
Chicago (IL)	13,469	47	72	St. Louis (MO)	1,507	45	62
Los Angeles (CA)	9,307	24	51	Charlotte-Mecklenberg Co. (NC)	1,499	22	45
Philadelphia (PA)	6,853	46	59[c]	Atlanta (GA)	1,462	35	76[c]
Houston (TX)	5,350	27	70	Denver (CO)	1,429	26	42
Detroit (MI)	3,837	42	28%	San Jose (CA)	1,408	16	55%
Washington (DC)	3,632	65	44	Newark (NJ)	1,332	48	55
Baltimore (MD)	3,258	52	61	Prince George's Co. (MD)	1,328	16	40
Miami-Dade Co. (FL)	3,178	14	73	Fairfax Co. (VA)	1,317	13	69
Dallas (TX)	2,943	24	63	Nashville (TN)	1,312	24	53
Suffolk Co. (NY)	2,808	19	46%	Kansas City (MO)	1,299	29	61%
Phoenix (AZ)	2,763	20	36	Fort Worth (TX)	1,249	21	44
Las Vegas-Clark Co (NV)	2,640	17	49	Seattle (WA)	1,238	22	53
Nassau Co. (NY)	2,497	19	54[c]	Austin (TX)	1,198	18	46
San Francisco (CA)	2,216	30	49	Louisville (KY)	1,195	17	78
Boston (MA)	2,109	36	66%	Indianapolis (IN)	1,170	15	49%
San Diego (CA)	2,103	17	48	El Paso (TX)	1,137	20	56
San Antonio (TX)	2,056	17	67	Montgomery Co. (MD)	1,089	12	69
Milwaukee (WI)	1,989	34	68	Cincinnati (OH)	1,047	33	48
Memphis (TN)	1,939	30	52	Miami (FL)	1,038	28	53
Honolulu (HI)	1,916	21	59%	Pittsburgh (PA)	1,030	32	48%
Cleveland (OH)	1,846	40	43	Oklahoma City (OK)	1,007	19	67
Columbus (OH)	1,797	25	57	Portland (OR)	1,005	19	44
Baltimore Co. (MD)	1,788	23	68	Tampa (FL)	962	30	65
Jacksonville-Duval Co. (FL)	1,624	21	61	Tucson (AZ)	960	19	52

Note: Sworn employees are those with general arrest powers. Officers not assigned to respond to calls for service typically were assigned to other areas of duty related to administration, investigations, technical support, jail operations, or court operations.
[a]In some cases populations were adjusted to more accurately reflect the population for which an agency provided law enforcement services.
[b]Includes all full-time sworn personnel with general arrest powers who were uniformed officers with regularly assigned duties that included responding to calls for service.
[c]Percentage based on 2000 LEMAS data.

foundation could ever be put in place. The idea to put a mixing plant will eliminate many of our concerns and would benefit the construction process. This suggestion is "being considered" but apparently not too seriously. We have yet to get a commitment that it is part of the revisions to Cornell's Approach. Barging of raw materials will benefit the project and the Islanders expressed concerns. It will:

a) eliminate traffic congestion/ pollution

b) eliminate long term damage to the Island's access

c) avoid potential traffic accidents.

Second Observation:
To be able to correctly predict time and sequencing, one must create a C.P.M. sequential schedule based on the Critical Path Method and include contingencies for unforeseen conditions. A commonly used program for this purpose is "Primavera". Again, This writer can assist if Cornell wishes.

Third observation:
The RICC group which the Islanders organized needs to have a direct involvement in the development of the final Design. That involvement must include participation in the planning meetings and ability to suggest acceptable management solutions.

Fourth Observation:
The Cornell Planners, with our input, must assure that the Plans and Specs are complete, leaving the Contractor(s) little room for self-serving interpretations.

Fifth Observation:
During construction, Cornell should allow periodic site inspections by the RICC to assure that all promises are being honored.

Sixth observation:
The Islanders would like to insure, by virtue of their input that all construction Contractors are bound by the General Conditions to be environmentally responsible and may not take short cuts. Accordingly, RICC wishes to have access to the written agreements with the Contractor(s) and sub-contractors and be able to provide assistance to Cornell in Change Order reviews and negotiations. Budget allocation and

Cost Control is a very important factor in Project Planning.

We, the Islanders, have an interest in assuring that the cost implications are scrutinized and, therefore, offer our assistance with Change Order reviews and negotiations. Budget

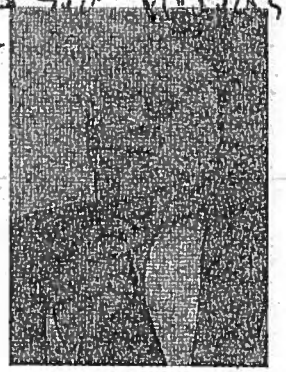
allocation and Cost Control is still a very important factor in project planning. The Islanders have a vested interest in assuring that the cost implications are scrutinized. And, therefore, must participate in every aspect of the planning and execution of the Complex.

Adek Apfelbaum's Wish List

(Cornell has not yet agreed to this list, each point of which is considered an imperative by Apfelbaum, a construction manager.)

Construction traffic will be limited to barge transportation and ferry transport. Under no circumstance will construction traffic be allowed to use the existing Island streets.

The Island roads, helix, and bridge from Queens cannot withstand the construction truck traffic originally proposed by Cornell. Excessive vibration will be prohibited as it poses risk to the infrastructure of the 59th Street Bridge and the bridge from Queens to the Island.



To minimize traffic concerns, Cornell will utilize concrete frames (skeleton) and produce ready-mix cement on site. Cement, gravel, and ~~lime~~ will be brought in by barge. The cost impact for material delivery by ferry or barge will be minimal. Using barge traffic is estimated to increase the general conditions cost by only one percent.

Truck traffic, except on site, is not acceptable. The potential for life cycle damage is great. The Island is not equipped to handle this project's magnitude. It is mandatory that the contractor build a dock as soon as possible, to be used by ferries and material suppliers. This dock must be manned by a dockmaster during working hours.

Temporary protection to shield the rest of the Island from dust and pollutants must be enforced.

The schedule provided by Cornell is incomplete. .The construction entity must provide a well-thought-out schedule. Most projects provide a critical path method using Primavera software, which shows the order in which work must take place before moving on to the next portion of the work.

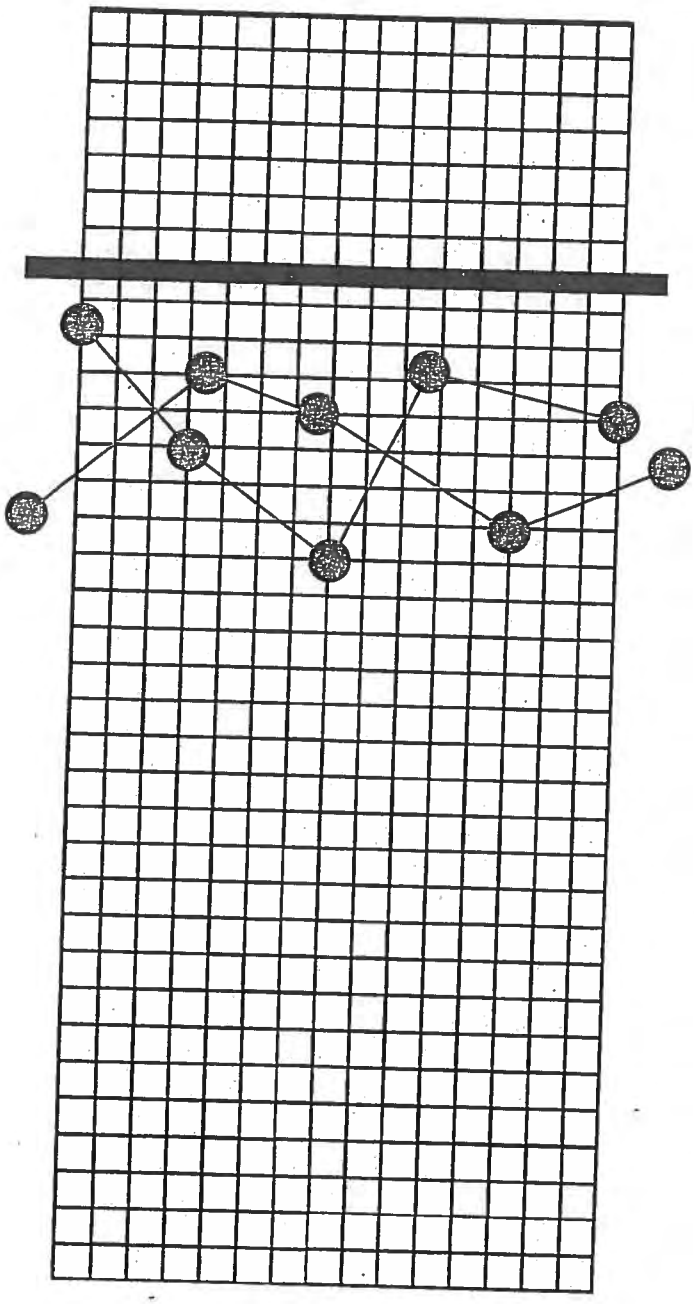
Cornell will maximize the use of ferry traffic for cars and personnel after a dock has been built.

Trees destroyed must be replaced in size and number.

Construction in general causes noise disturbances. Cornell will include in their budget monies for short-term relocation of residents during "intolerable" periods.

The community of Roosevelt Island and expert engineers and architects who live here would like to see and review the construction plans for the project.

–Adek Apfelbaum, CCCE



Adek Apfelbaum, ccce

d/b/a

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A Guide

To

Cost Engineering

City Planning Commission Hearing
Wednesday, February 6, 2013
Cornell NYC Tech Project
CEQR No. 12DME004M
In Favor **WITH CONDITIONS**

Good morning. My name is Linda Heimer. I have been a Roosevelt Island resident for 32 years and an Island activist for 20 years because I am strongly committed to keeping our community as close as possible to the plan that its founders intended, allowing, of course, for updates and improvements.

I am on the Board of Directors of the Roosevelt Island Community Coalition (RICC). Many members of the dozens of organizations we represent have concerns about construction vehicles - the pollution, damage, and congestion that will result from them. Others will address these issues. I will address the adverse effects of early morning noise they will bring.

The General Development Plan (GDP) for the Island created a wonderful balance between residential and commercial space and parkland. Roosevelt Island was intended to be a bedroom community within close proximity to the vibrancy of Manhattan. It offered recreational areas but also peaceful open spaces for all forms of quiet contemplation, reading, visiting with neighbors, etc.

It also provided access for the disabled. Since many residents moved here in the 1970's and 80's, they are aging in place. As a result, we have a large proportion of disabled and elderly whose health could be adversely affected by lack of sleep and irritation due to early morning noise from construction vehicle traffic.

Chapter 20 of the DEIS (see attachment #1), states that for 21 months in phase 1, they estimate a daily total of about 1000 construction-related vehicle trips (trucks, cars, SUVs) per 11-hour day (6 AM to 5 PM). *That equals 1 ½ trips per minute! Can you imagine living with that level of traffic congestion, pollution, and noise five or six days a week for almost two years?* And that doesn't include the traffic we already have on the Island.

RICC has found that most impacts in the DEIS are severely underestimated. Yet in Chapter 20-36 (attachment #2), they admit that trucks along Main St. will cause significant noise impacts between 6 and 7 AM in exceedance of CEQR noise impact criteria. ***The solution, of course, is barging.***

But, even with barging, there will be a certain amount of truck, other construction-related traffic., and construction noise.

In Chapter 20, I also learned the following (attachment #3):

1. Normal weekday work would be between 7AM and 4 PM, with most workers arriving to prepare work areas between 6 and 7 AM when the heaviest truck traffic will traverse Main St. (also see #1, Table 20-4).
2. To meet construction schedules, at certain times, the workday will be extended to 6 PM and to Saturday from 9 AM to 5 PM. But delays should not cause a problem since Cornell plans to build twice as fast as stated in their agreement with the city. (attachment #4)
3. Some tasks may have to be continuous and the work will extend to more than a typical 8-hour day. (Eleven hours per day for four years in #1, Table 20-4.)

In essence, all this means that during certain periods we will experience the noise of heavy construction vehicles and on-site construction equipment from early morning to evening, including some weekends on and off for the next 25 years! This was not what was intended by the GDP and I ask this Commission to require Cornell to change its work schedule.

I understand a variance could be obtained so that work could commence at 9 AM. Also, **work should not be allowed *at all* on weekends**. Residents will need some respite from construction noise and disruption.

When RICC sent out questionnaires and met with Island organizations, several people expressed concern about noise levels, especially in the early morning. It is unfair to expect this quiet, planned community to endure early morning noise, along with all the other disruptions concomitant with the Cornell complex construction, over the next 25 years.

I implore this commission to require barging in order to severely curtail truck traffic, and to make a start time of 8 or 9 AM part of your requirements for approval of this project.
Thank you.

Attachments:

1. DEIS 20-13, Table 20-4
2. DEIS 20-36
3. DEIS 20-5 to 6
4. Crain's New York 11/30/12 article re Cornell plans to build twice as fast as minimum set by agreement with city.
5. Review of DEIS chapters 17 & 20 re Noise by Ali N. Schwayri, MD
6. Photo of Main St. showing how close apartments are to traffic and noise.

However, the combination of the Phase 2 construction with the new trips generated by the operational uses of the completed Phase 1 and partially completed Phase 2 components may also create a potential for significant adverse traffic impacts during Phase 2 construction. Because the cumulative trip-making during Phase 2 construction would be less than projected for the full build-out of the proposed project, the potential impacts during this construction phase were addressed qualitatively. As presented below, the detailed analysis of traffic operations during Phase 1 construction concluded that there would be a potential for significant adverse traffic impacts at four of the seven analyzed intersections. Two of these impacted intersections could be mitigated using standard mitigation measures typically implemented by NYCDOT; practical mitigation measures could not be determined at this time for the other two impacted intersections. The recommended mitigation measures would be consistent with those proposed to mitigate the intersection impacts associated with the project's build-out and occupancy. An analysis of Phase 2 construction efforts determined that the cumulative trips generated under the Phase 2 construction scenario would be less than the operational full build-out of the project in 2038. As a result, the anticipated construction impacts would be within the envelope of traffic impacts identified for the 2038 With Action condition in Chapter 14, "Transportation," and can be similarly addressed with the mitigation measures described in Chapter 21, "Mitigation," to mitigate the projected significant adverse traffic impacts. Where operational impacts have been deemed unmitigatable, they may also be unmitigatable during Phase 2 construction.

Construction Trip Generation

Average daily construction worker and truck activities by quarter were projected for the entire construction period. Phase 1 construction is anticipated to begin in the first quarter of 2014. Phase 2 construction would start several years after the completion of Phase 1 in mid-2024 and be completed by the late 2037. Phase 1 and Phase 2 worker and truck trip projections were refined to account for worker modal splits and vehicle occupancy, arrival and departure distribution, and passenger car equivalent (PCE) factors for construction truck traffic.[1] These estimates are presented in **Tables 20-4** and **20-5**.

Table 20-4
Phase 1 Construction Trip Generation

Vehicle PCEs (Autos + Trucks)	2014				2015				2016				2017			
	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q
6 AM - 7 AM	65	86	96	103	134	186	342	397	374	370	369	380	365	283	86	0
7 AM - 8 AM	17	26	28	29	40	50	96	111	104	101	100	102	95	76	21	0
8 AM -9 AM	4	4	8	8	12	12	28	28	28	24	20	16	12	12	0	0
9 AM -10 AM	4	4	8	8	12	12	28	28	28	24	20	16	12	12	0	0
10 AM - 11 AM	4	4	8	8	12	12	28	28	28	24	20	16	12	12	0	0
11 AM - 12 PM	4	4	8	4	8	12	24	24	24	24	20	12	12	12	0	0
12 PM - 1 PM	4	4	4	8	8	12	28	24	28	24	20	16	12	12	0	0
1 PM - 2 PM	0	4	0	4	4	12	12	12	8	8	12	4	4	8	0	0
2 PM - 3 PM	3	9	5	9	11	17	29	33	31	31	28	30	29	20	5	0
3 PM - 4 PM	57	78	80	87	114	158	286	345	318	322	329	352	341	259	86	0
4 PM - 5 PM	10	13	15	16	21	29	51	62	57	58	60	64	62	48	16	0
5 PM – 6 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total	172	236	260	284	376	512	952	1,092	1,028	1,010	998	1,008	956	754	214	0

[1] The traffic analysis assumed that each truck has a PCE of 2.0.

the construction site boundary. Such levels would be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, the promenade is discussed further in the following section "Duration of Construction Noise."

At South Point Park, approximately 100 feet south of the majority of the construction work during Phase 1, noise levels due to construction would be approximately in the mid to high 50s of dBA, which would not be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, South Point Park is not discussed further.

At sensitive receptors north of the project site, which would be located at least 600 feet from the project site and would be shielded by the Sportspark building and Queensboro Bridge structure, noise levels due to construction would be approximately in the high 40s of dBA, which would not be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, these sensitive receptors are not discussed further.

At the truck route receptors along Main Street and West Road on Roosevelt Island, which would serve as the primary routes for traffic accessing the project site during construction and therefore represent the locations most likely to experience increased noise levels resulting from the construction trucks, $L_{eq(1)}$ noise levels during the peak hour of construction traffic (6 to 7 AM) were calculated to range from 56.4 dBA to 74.8 dBA (See Appendix 20 for the detailed construction traffic noise analysis results) with noise level increments resulting from construction traffic up to 6.2 dBA.. Such levels would be expected to result in exceedances of the *CEQR Technical Manual* noise impact criteria. Therefore, these truck route receptors are discussed further in the following section, "Duration of Construction Noise."

Duration of Construction Noise

The noisiest construction activities of Phase 1 construction would include the demolition, excavation and foundation work; this work is expected to last approximately 21 months. Consequently, exceedances of the *CEQR Technical Manual* noise impact criteria that would occur at the adjacent waterfront promenades during the noisiest work would not be expected to occur continuously for 24 months. Therefore, while the noise level increases may be perceptible and intrusive, they would not be considered "long-term" or significant according to CEQR criteria. Therefore, the promenade is not discussed further.

Construction and worker trips to and from the project site would be expected to occur at levels sufficient to result in exceedances of the *CEQR Technical Manual* noise impact criteria at the truck route receptors throughout the construction of Phase 1. Consequently, exceedances of the *CEQR Technical Manual* noise impact criteria that would occur at these sensitive receptors would be considered significant according to CEQR criteria.

Phase 1 Construction Noise Impacts

No significant adverse noise impacts would result from construction noise at the project site at the waterfront promenade locations, South Point Park, or at sensitive receptors north of the project site.

At the truck route receptors along Main Street and West Road between the Roosevelt Island Bridge and the Project Site, significant construction noise impacts would be expected to occur due to trucks passing along these routes to and from the project site and workers traveling to the project site during the AM construction traffic peak hour (6 to 7 AM). These residential buildings all have double-glazed windows and a means of alternate ventilation (i.e., air conditioning), and would be expected to achieve between 25 and 35 dBA of attenuation. Consequently, these buildings would be expected to experience interior $L_{10(1)}$ values less than 45 dBA during the construction period,

upper core and structure is being built while mechanical/electrical connections, exterior cladding, and interior finishing are progressing on lower floors.

Since the construction approach and procedures for each building would be similar, general construction procedures are described followed by the major construction tasks (construction startup, abatement and demolition, civil activities, excavation and foundation, superstructure, exterior cladding, and interiors finishes and commissioning).

GENERAL CONSTRUCTION PRACTICES

Cornell would have a field representative throughout the entire construction period. The representative would serve as the contact point for the community and local leaders, and would be available to resolve concerns or problems that arise during the construction process. New York City maintains a 24-hour-a-day telephone hotline (311) so that concerns can be registered with the city. Once demolition activities begin, a security staff would be on the specific construction site 24 hours a day, 365 days a year.

HOURS OF WORK

For the proposed project, construction is expected to take place Monday through Friday and with minimal weather make-up work on Saturdays. Certain exceptions to these schedules are discussed separately below. In accordance with New York City laws and regulations, construction work would generally begin at 7:00 AM on weekdays, with most workers arriving to prepare work areas between 6:00 AM and 7:00 AM. Normally weekday work would end by 3:30 PM, but it can be expected that to meet the construction schedule or to complete certain construction tasks, the workday would be extended beyond normal work hours on occasions. The work could include such tasks as completing the drilling of piles, finishing a concrete pour for a floor deck, or completing the bolting of a steel frame erected that day. The extended workday would generally last until about 6:00 PM and would not include all construction workers on-site, but just those involved in the specific task requiring additional work time.

Weekend work would not be regularly scheduled, but could occur to make up for weather delays or other unforeseen circumstances. In such cases, appropriate work permits from DOB would be obtained. Similar to an extended workday, the numbers of workers and pieces of equipment in operation would be limited to those needed to complete the particular task at hand. For extended weekday and weekend work, the level of activity would be reduced from the normal workday. The typical weekend workday would be on Saturday from 9:00 AM with worker arrival and site preparation to 5:00 PM for site cleanup.

Some tasks may have to be continuous, and the work could extend to more than a typical 8-hour day. For example, in certain situations, concrete must be poured continuously to form one structure without joints. An example of this is pouring concrete for foundations, which would be poured in sections. This type of concrete pour can require over 12 hours to complete. In addition, a noise mitigation plan pursuant to New York City Code would be developed and implemented to minimize intrusive noise affecting nearby sensitive receptors. A copy of the noise mitigation plan would be kept on-site for compliance review by NYCDEP and DOB.

DELIVERIES AND ACCESS

Roosevelt Island is served by the Roosevelt Island Bridge, which has a 36-ton-gross vehicle weight restriction. Therefore, as in other construction projects on Roosevelt Island, all trucks used for construction of the proposed project would meet this weight requirement. At limited times during construction, if a large piece of construction equipment (i.e., tower crane) could not

be transported over the Roosevelt Island Bridge due to the weight restriction, the equipment would be transported via barges. Cornell is assessing the feasibility of barging as an alternative to truck material deliveries. However, no practical and feasible methods of barging have been identified at this time.

Access to the construction site would be controlled for the proposed project. The work areas would be fenced off, and limited access points for workers and trucks would be provided. Private worker vehicles would not be allowed into the construction area. Security staff would be on the site as needed, and all persons and trucks would have to pass through security points. Workers or trucks without a need to be on the site would not be allowed entry. After work hours, the gates would be closed and locked. Security guards would patrol the construction sites after work hours and over the weekends to prevent unauthorized access and ensure public safety.

Material deliveries to the site would be regimented and scheduled. Because of the level of construction activity involved for the proposed project, unscheduled or haphazard deliveries would not be allowed. For example, during excavation, each delivery truck would be assigned a specific block of time during which it must arrive on the site. If a truck is late for its turn, it would be accommodated if possible, but if not, the truck would be assigned to a later time. A similar regimen would be instituted for concrete deliveries, but the schedule would be stricter. If a truck is late, it would be accommodated if possible, but if on-time concrete trucks are in line, the late truck would not be allowed on-site. Because construction documents specify a short period of time within which concrete must be poured (typically 90 minutes), the load would be rejected if this time limit is exceeded.

During the finishing of the building interiors, individual deliveries would be scheduled to the maximum extent practicable. Studs for the partitions, drywall, electrical wiring, mechanical piping, ductwork, and other mechanical equipment are some of the materials that must be delivered and moved within each building. The available time for subcontractors' use of the hoists would be tightly scheduled. Each trade, such as the drywall subcontractor, would be assigned a specific time to have its materials delivered and hoisted into the building. If the delivery truck arrives outside its assigned time slot, it would be accommodated if possible without disrupting the schedule of other deliveries.

LANE CLOSURES AND CONFIGURATION CHANGES, SIDEWALK CLOSURES

As described in Chapter 1, "Project Description," a one-way loop road encircles the project site with traffic flow in a clockwise direction (i.e., southbound on East Loop Road and northbound on West Loop Road). North Loop Road and South Loop Road border the site to the north and south, respectively. To the east of the project site, East Loop Road continues as East Main Street then Main Street from its southern perimeter to a triangle located north of the Roosevelt Island subway station. To the west of the project site, West Loop Road continues as West Main Street then West Road between the same limits and intersects with Main Street. Because the roadways surrounding the project site would serve low traffic volumes with the closing of Goldwater Hospital, there is expected to be substantial flexibility in on-site staging and site access. During the course of construction, it is likely that the traffic lane on East Road would be closed for a period of approximately one year to allow for the demolition of the existing Goldwater Hospital buildings and roadway improvements. In addition, West Loop Road traffic lanes would be temporarily reconfigured from one-way northbound to two-way northbound-southbound during the East Loop Road closure to maintain vehicular access to the south of the project site, including South Point Park and Four Freedoms Park. This work would be coordinated with and approved by the Roosevelt Island Operating Corporation (RIOC) and/or NYCDOT. Turnaround

CRAIN'S
NEW YORK BUSINESS

Cornell aims to be well ahead of schedule

School says it hopes to have completed 790,000 square feet of construction on its new Roosevelt Islanc 2017, more than twice the minimum set by its agreement with the city. Looks will count.

Ali Elkin

Published: November 30, 2012 - 11:51 am

By 2017, Cornell's New York tech campus on Roosevelt Island might have as much as 790,000 square feet of space built. That is more than twice as much as is required by the school's agreement with the city, according to campus planners speaking before a group of real estate professionals Thursday evening.

Kilograph

Rendering of Cornell's New York tech car Island.

In submitting the winning bid to create the new tech campus, Cornell agreed to build 300,000 square feet by 2017, but the current plans for phase one building well surpass that. Those plans call for four buildings: an academic building; an executive education center with a hotel; a so-called corporate co-location building; and a residential building for students, faculty and staff.

At the presentation, which was hosted by Cornell and real estate association CoreNet Global, Cornell's real estate consultant Karen Backus said the corporate will be about 150,000 square feet. Two thirds of it will be rented out to tech businesses in an effort tc relationships between those firms and the school.

"In a typical campus there are real boundaries between business and academia," Ms. Backus said, a hopes to do away with those boundaries.

Cornell is in the process of selecting a developer or developers for the three non-academic buildings using a master developer, Ms. Backus said. The academic building will be developed separately.

Meanwhile, Cornell Vice President of Facilities Kyu-Jung Whang told the audience what the school v danger of flooding. Even before Superstorm Sandy, the team planning the Cornell-Technion campus

had planned to create higher ground on which to build. The school had planned to put all of the build above sea level after studying the 100-year flood plane Mr. Whang said. After the storm, Cornell re-t positioning of equipment and has decided to move it up from the basement level.

He also stressed that in addition to flooding dangers and all the other considerations the school is ju also concerned about aesthetics. That is especially important, Mr. Whang noted, given that the cam visible from both sides of the East River.

"What the campus looks like as a whole does matter," he said.

LINDA HEIMER
#5

CHAPTER 17 - NOISE
Reader: Ali N. Schwayri, MD
CHAPTER reviewed: Noise

The noise analysis presented in this CHAPTER focuses on the traffic generated excess noise that would result from the OPERATION of the proposed campus once CONSTRUCTION is complete. It describes various construction parameters and best practices that are expected to reduce noise inside the campus buildings and the publicly accessible open spaces on the project site. I am sure that Cornell would use the best techniques and materials to build a state-of-the art campus.

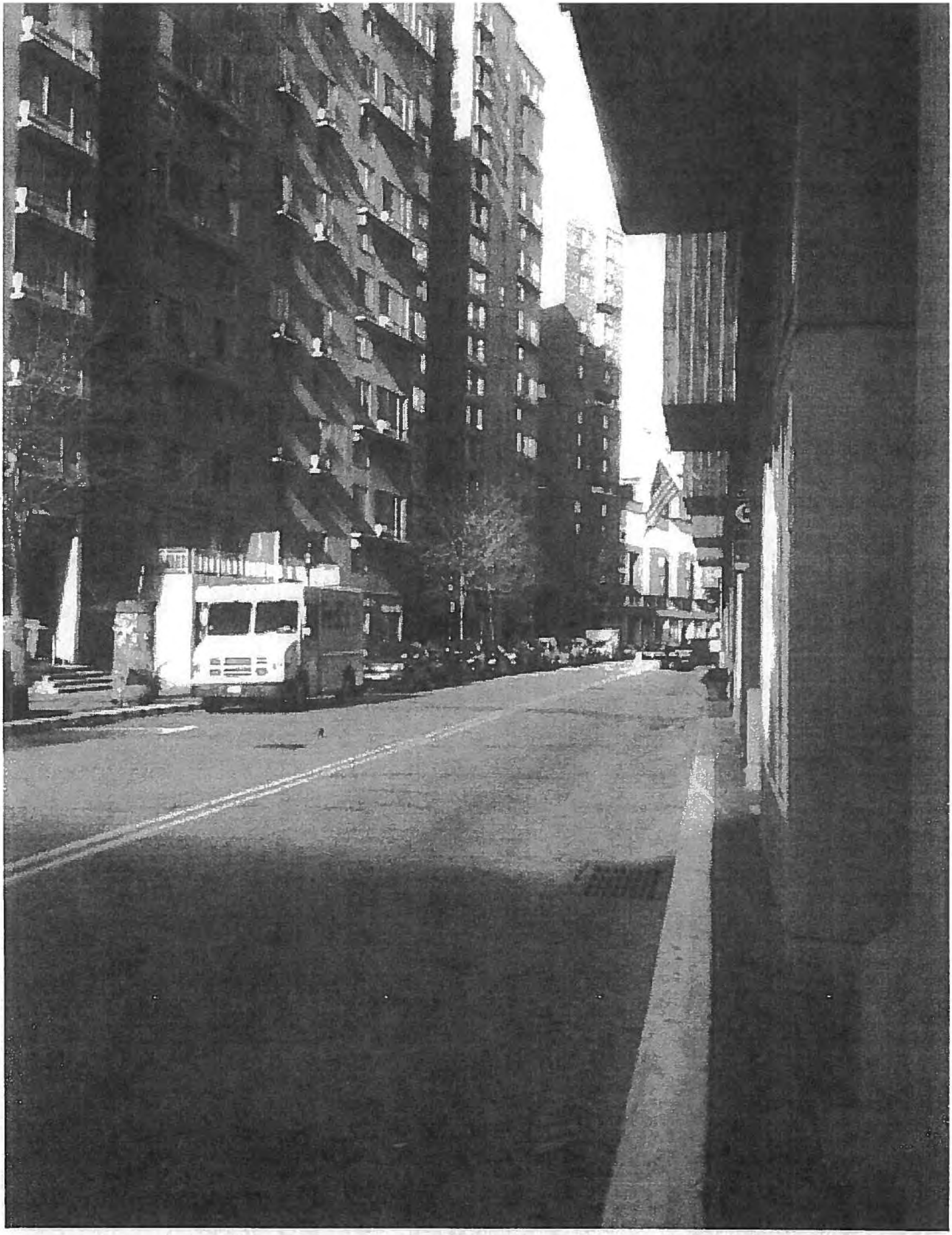
What should really concern us is the noise, pollution and vibration generated by heavy truck traffic along Main St. during the construction phase(discussed in CHAPTER 20)

Noise is measured in decibels (dB) and the government mandates hearing conservation program for those exposed to 85 dB in 8 hours.

A heavy truck at 45 feet generates a common noise level of 80-90 dB.
Most trucks passing along Main St.would be about 20 feet from pedestrians on the sidewalks and therefore the noise level exposure of Islanders would be much greater than 80-90dB.

In conclusion, I am not concerned by the noise generated by the campus once it is built and in operation. What concerns me most is the noise generated during construction by machinery on site (bulldozers,excavators, jackhammers etc) and MOST IMPORTANTLY by heavy truck traffic down Main St. This invariably brings us back to BARGING which would be the solution to the noise, vibration and the health hazards associated with the toxic fumes generated by these trucks.

In my opinion our focus should be on banning heavy trucks from Main St. by using BARGES.
Goldwater Campus was built using barges 75 years ago and most recently
Four Freedoms Park.



Matthew Katz - TESTIMONY TO THE CITY PLANNING COMMISSION
February 6, 2013

Good morning. My name is Matthew Katz and I've served on the Roosevelt Island Residents Association since 1997, eight years as president, elected Island-wide to four two-year terms. Currently, I am a director of the Roosevelt Island Community Coalition, and I'm here today in that capacity. Commissioner Burden, it's nice to see you again. I participated in the Vision 2020 initiative to address City waterfront and waterway concerns under your leadership and that of Michael Marrella. Today, I wish to address the population figures in the DEIS which are critical in terms of assessing the concentration of new residents, i.e. students, faculty and administration, as well as transients, that is, co-locators; business people who will commute daily to Roosevelt Island as well as visitors to the campus. Both groups will be using Island services and infrastructure, and the population figures will determine the anticipated stress.

The complex at full build out will comprise 2.13 million square feet of which 1.46 million square feet will be utilized by academics, residences and central utilities. This leaves 695 thousand square feet as co-location sites, retail facilities and an executive education center including a hotel. Population figures have been determined using a ratio of four workers per 1,000 square feet or 250 square feet per worker. Based on a February 2012 study, the current U.S. average is 176 square feet per worker, expected to decrease below 100 square feet per worker by 2017. Therefore, the DEIS figure is overly generous and the actual estimate for the complex should be 55% greater for the total population, 43% during Phase I.

Note that co-location office workers, comprising one-third of the total population, will not reside on campus and will contribute most heavily to the traffic and transportation issues, which are already at a level that in some locations cannot be mitigated. Our F-train and aerial Tramway are already sardine cans during rush hours. The assumptions for both co-location sites and for academic space are, at best, unexplained and at worst, inaccurate, causing increased environmental impact which will need to be recalculated.

Finally, I urge you to limit trucking on our one street and to require barging of debris off-Island and construction material on-Island. DON'T TRUCK ROOSEVELT ISLAND! Thank you for your time.

Mandana Beckman
My name is Mandana Beckman and I am the Principal of PS/IS 217.

We welcome Cornell, a world class educational institution to the island and look forward to working together.

I reviewed Chapter 4 - Community Facilities in the Draft Environmental Impact Statement (DEIS) and it seems the school student count is dated. The DEIS used data and enrollment numbers from 2010-2011 which indicated that we had 325 students enrolled but that number did not reflect the 36 preK students we had. Currently we have 482 students enrolled for the 2012-2013 school year. We are in our 4th year of a gifted and talented program and we anticipate the numbers will grow as the program grows. You can reach out the NYC DOE for official enrollment and capacity data for the 2011-2012 school year or you can reach out the school directly.

We are looking for three area to partner in with Cornell Technion: partnerships with our teachers, our students and our school community

Studies show that investing in staff yields higher performing schools - clearly Cornell does invest in their staff and they see the results. We are looking for a partnership that serves as mentors and facilitators while supporting the internal structures in the school building to support our literacy, math, science and technology foundation.

It is vital that we invest in professional training for the teachers and the technology training workshops with the latest teaching tools. This is a vital step to advance our students. We are looking to support our students with mentoring possibilities and programs that extend the Cornell expertise in STEM - Science, Tech, Engineering and Math to the school. We believe that these positive experiences will have a great to impact on the future college and career choices for our students.

We know that Cornell offers the following partnerships, organizations ... Programs in place at Cornell-

Career Day Options for us:
Spencer Van Etten Middle School Mock College Application Project.

Cornell 1 day girls visit the campus to learn about opportunities in Math & Science

Maryland Beckman cont.

careers.

MS afterschool programs/clubs:
Rube Goldberg Machine
Robotics Science
Energy & Fuel Cells
Sustainability

Honors classes:
Math Explorers Club, Fractals & Chaos

Question: Why not look at some of the programs and opportunities that Cornell has already established and start that with us now? Why wait until there is an established campus?

New ideas for us:
• Introducing and using updated technology and applications.
• Help us implement more effective data collection and analysis tools
• MS & Grade 5 Students:
• Create a cadre of tech students who can address tech needs of the school staff & students
• Student/Parent workshops around specific science themes or projects
• Assist with MS exit projects for grade 8
• Establish long term science investigation to culminate in an annual science fair – based on NYC curriculum for each grade in MS & grade 5 –
• Create science investigation around our mandated sustainability, recycling, lower our carbon footprint
• Honors science class co taught 0 period starting with grade 5

ELLEN POLIVY

My name is Ellen Polivy. I am the president of the Roosevelt Island Residents Association and co-chair of the Roosevelt Island Community Coalition. My topic is trucks on Main Street and the concern for our public health, our seniors our disabled and our children.

According to Public Safety traffic reports RIOC buses, MTA buses, vans for the disabled, and some 5,000 cars manage to share Main Street each day. Add to this down our one main street an extra 1000 vehicles a day during construction and this is far too much traffic. This includes an average of 860 trucks a day.

Roosevelt Island was designed to mainstream disabled people from the two chronic care hospitals. In addition, since the Island is handicapped accessible, a large group of people are aging in place and Roosevelt Island has become a NORC.

We have a large population of wheelchair bound residents,seniors with walkers and parents with strollers,. they require special bus treatment. Unloading the ramp and adjusting the existing passengers to board a rider takes longer than a regular bus stop. Traffic behind the bus is forced to cross the double yellow line into oncoming lane to keep traffic flowing. Sometimes they have to stop short to not hit a resident who just crossed in front of the bus. Since the other lane is narrow as well, cars get very close to each other. The same occurs with ambulette stops. Many days an ambulette or a bus waits for an hour outside the senior building causing traffic to detour into the oncoming lane. Add to that public safety blocking traffic when giving tickets. Large construction trucks passing busses into the oncoming lane is much too threatening to pedestrians and other drivers. Getting sideswiped by a barreling truck is no fun.

Roosevelt Island buildings have drafty windows which will allow diesel fumes in. The zoning on Roosevelt Island that allowed for the density of high rise buildings on either side of our two lane street is like nowhere else in New York City. The narrow channel that we call a street has a wall of windows towering over the narrow street. The diesel fumes and particulate matter from the parade of trucks will travel straight up and into our drafty windows.

Cornell said they would barge if feasible. We are concerned that they *will truck everything* except what they *must barge*. That is the wrong plan. We want Cornell to *barge everything* except what they are forced to truck.

Don't *truck* Roosevelt Island.

To: City Planning Commission,

My name is Ali N.Schwayri, MD and I have lived on R.I since 1977 I trained in Pulmonary Medicine at Bellevue-NYU and from 1986 until 2000, I was the medical director for Con-Edison where I directed the Respiratory protection and Asbestosis detection programs. I am now retired.

Our home is a narrow island in the middle of the East River called Roosevelt Island.
Our only street is called Main Street and runs from north to south.
The street is bordered by buildings (14-19 stories) and to build its campus at the southern end of the island, Cornell will be using diesel burning heavy trucks that travel down the street on and off for the next 25 years.

The Draft Environmental Impact Statement (DEIS) estimates that during construction of phase 1 (2014-2017), these trucks will make an average of 86 trips every day.The DEIS also estimates a combined DAILY truck,SUV,and car trips in excess of 1000 at the peak construction period in 2015 and 2016, mainly between the hours of 6:30 -8:30 AM and 2-4PM.

These heavy construction trucks will spew hazardous gases , particulates and other pollutants(carbon monoxide,nitrogen dioxide sulfur dioxide,lead and volatile organic compounds) as they travel along our street. Dispersion of these pollutants will take longer to occur because our street is surrounded by buildings.

Fine particulates are especially dangerous because they lodge in the air sacs (alveoli) and can cause cancer and lung diseases many years later.

The people who will be mostly at risk are the children and residents with existing heart and lung diseases. We will see more cases of asthma in children and cancer , chronic obstructive pulmonary disease and emphysema in the elderly.

The helix(ramp) that connects our street to the bridge needs repair and my concern is that due to heavy truck traffic it could be damaged and thus cut us off from vehicular traffic such as ambulances,school buses,food deliveries etc.

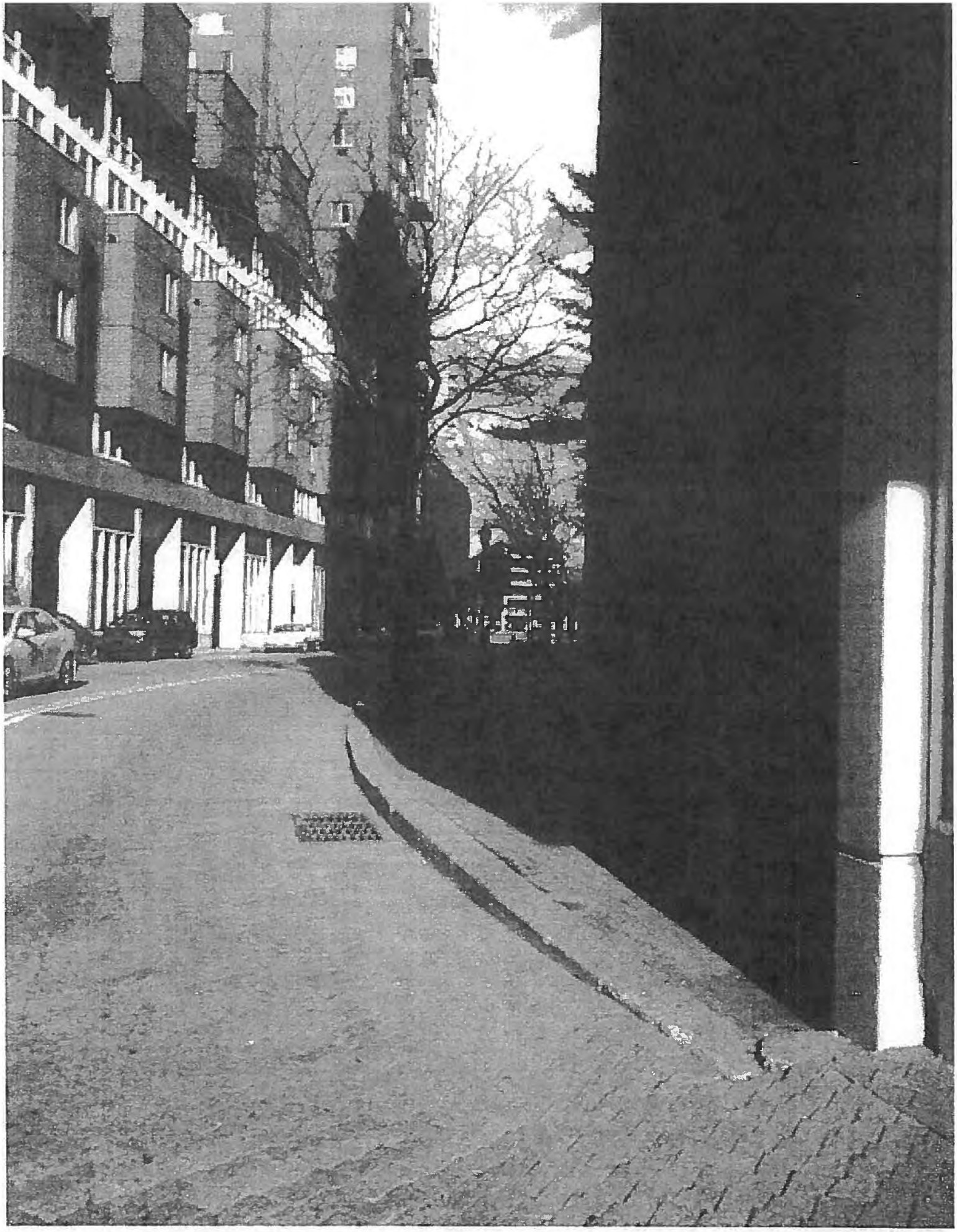
THE GOOD NEWS IS THAT THERE IS A SOLUTION TO THIS PROBLEM.
The solution is to use barges and truck ferries to remove mountains of debris and to bring in construction materiel.
That is how Goldwater hospital was built.

Loaded trucks would roll on and off the ferries at either end and thus avoiding our only street and sparing us the health,safety and environmental hazards resulting from trucking.Please remember that building the Cornell NYC Tech campus will take 25 years. Can any one of you imagine living in proximity to this huge construction site for the next 25 years and the resulting

It is up to Cornell to prove that it cares about our concerns and will work with the community to mitigate the harmful effects of this huge construction project.

I end by saying welcome to Cornell and hope they will prove to be good neighbors by addressing our concerns.

Thank you,
Ali N. Schwayri, MD



Adek Afpelbaum
Memorandum

To: City Planning Commission
From: Adek Apfelbaum

Re: The Cornell/Tech Complex

Date: Feb.02/13

As a Construction Consultant and Cost Engineer for almost 60 years, I hereby confirm that I am totally IN FAVOR of the Project, with few but very important conditions and reservations which I have reported on several occasions. The horror stories one hears about Construction planning and budgeting are all true. Any major Project is subject "Murphy's Law". We, the Island Residents wish to minimize the management created mistakes by working with Cornell and pointing out Flaws in the early stages of planning. I offer to supply Cornell my many years of Construction Experience to lubricate the Construction Process for the good and safety of the Island's Residents and the progress of this monumental Complex. Those of us who understand the complexity of such an undertaking wish to realize this grand Plan for our City in a cooperative, not confrontational spirit.

Accordingly, when my neighbor, Ms. April Ward, asked me help her review the construction Impact Statement; I agreed if she took on part of this task. She did and I publicly thank her for it. My attention turned to several major flaws in Cornell's Plan. The most and detrimental part of their envisioned process stood out more than others.

Firstly, this Complex will require 300,000 to 500,000 CY of ready mix (2,100,000 SF:3= CF:27 =cy PLUS 50 To 58% for footings and columns =+/-300,000CY). Logically, shipping ready- mix which is mostly water to an island is counter productive. No allowance was found for returned (rejected) truck loads or traffic problems. Also, no allowance is provided for the long term damage to the bridge, our only street, project delays and danger to walking Elderly and Disabled. We have repeatedly suggested to Cornell that they follow the trend of The US Army Corps of Engineers to minimize diesel pollution, traffic tie-ups and vibration damage by setting up a temporary Batch Plant and import raw materials on barges. This simple process will eliminate many of our concerns and benefit the Project by having a steady supply of concrete. Barging of raw materials is totally feasible and absolutely mandatory. The argument that the run-off is environmentally damaging is totally untrue; a containment, gunite ring is standard and, if concrete saturated water is dangerous (an argument often presented), Than no

Wednesday, February 6th 10:00AM

Cornell NYC Tech Project

In Favor WITH CONDITIONS

I am Lynne Strong-Shinozaki, a 22 year resident of Roosevelt Island. I am here with the Roosevelt Island Community Coalition. I would like to speak to you about zoning.

1.
Because of the way the application is expressed, if the Cornell project does not happen, Roosevelt Island will have no voice in the future use of the space. We want to be sure that the zoning changes that are proposed are specifically for Cornell, and not another future developer.

2.
The land grant given to Cornell by the City of New York should not be available to other commercial entities, and Cornell, regardless that it's building an educational facility is also creating a commercial enterprise with 33% of its land devoted to commerce. Commercial and other non-educational applicants should contribute to the City of New York, AND the budget of Roosevelt Island, which does not get funded by the City or the State.

3.
The original zoning for the land in question called for 2,500 parking spaces. We are pleased that Cornell wants to make an effort to deter traffic on Roosevelt Island and does not want to build that many spaces. Unfortunately, our community's parking facility, Motorgate, is located far from the Cornell complex. Because a Hotel and Corporate Co-location are both part of the initial construction phase, we feel that having only limited parking at the complex will cause excessive traffic on our one and only street as drivers drop off passengers and cargo, and then return up Main Street to the Motorgate. In addition, our Motorgate is insufficient to house the vehicles that result from full build of Cornell's project.

The community only has limited street-side parking and the additional demand will detract from the community's use of our limited spaces. We need Cornell to build at least 500 spaces as part of their complex. AND.... We need them to be committed to pay

for extending Motorgate as the need arises.

4. With intermittent breaks, our community will be enduring construction for approximately 25 years. One third of the Cornell complex will have enterprises that will

attract transient visitors to the community in high numbers. That population was not reflected in Cornell's DEIS. Both the school and the businesses will cause excessive pressure on the services that protect, repair and maintain our community. Those services are not paid for by the State of NY or by the City of NY.

Cornell or the City of NY must commit to covering the added costs that this complex causes to the community.

Sincerely,
Lynne Shinozaki

Jonathan Kalkin
City Planning Commission

I am the Co-Chair of RICC, The Roosevelt Island Community Coalition. I am also a former member of the board of directors of the Roosevelt Island Operating Corporation where I served as the Chair of the Real Estate and Operations Committees. I have also served as a member of the Roosevelt Island Residents Association Common Council. We are in favor of the project under certain conditions.

FERRY SERVICE

The Coalition respectfully requests that Cornell and the City Planning Commission use the RIOC ferry study to do an analysis of ferry service on Roosevelt Island and how ferry service could help mitigate the population changes and transportation issues that will occur because of the Cornell Complex. RIOC has already completed a comprehensive report on ferry service, so it will be easy to do an analysis in a short period of time. The Coalition is pleased to see that Cornell has looked into barging materials on to the Island. We understand that this will require some kind of dock to accomplish this. We believe it would be best to build a permanent structure or dock that could be used for ferry service and to barge materials. If this is not possible we would like to have a dock built to help reduce some of the transportation issues that will be caused by the new university. We believe that this dock would help the Island, but also help get Cornell students and faculty on an off the Island as well. The operator of the East River Ferry has shown interest in providing service to Roosevelt Island and the NYC East River Ferry Study stated that Roosevelt Island would be a great location for ferry service. The residents of Roosevelt Island have also responded favorably to a ferry service survey that was issued by RIOC. We would like Cornell and the City Planning Commission to examine how this would be accomplished as part of their transportation analysis and what funds Cornell or New York City can apply to this project. NYCEDC has subsidized ferry service in New York City and we respectfully request to see if those funds are also available.

Please see the link below of the study RIOC completed on ferry service on Roosevelt Island.

http://rioc.ny.gov/pdf/FerryFeasibilityStudy.pdf

RED BUS SERVICE

The Roosevelt Island Red Bus service currently costs RIOC approximately a million dollars a year or more. The revenue for the bus barely pays for approximately 30 to 40 percent of the overall costs each year. Unlike most bus and transportation services in other areas, the RIOC bus service does not receive any outside subsidies. Most residents rely on the bus to get them to the subway, Tram and work/school on time. Each new building on the Island has contributed indirectly or directly to RIOC through ground rents or in the case of the Octagon direct payment to subsidize Red Bus service. We respectfully request that Cornell and the City Planning Commission create a plan to increase and subsidize Red Bus service. We would like you to develop a formula or plan for increasing service as the population and red bus usage increases. Please note that

Red Bus Service already fills the buses during the rush hour period. Please consult with the Director of Transportation at RIOC to develop this transportation plan. We respectfully request that this plan is developed now rather than when it becomes a bigger issue. We also request that the cause of increased ridership is not a factor in the formula and that causation does not determine financial responsibility on the part of the Cornell Complex.

MOTORGATE PARKING & STREET PARKING

Roosevelt Island currently has very limited street parking. Residents rely on street parking to drop off and pickup items from their apartments. Many Islanders are elderly or have disabilities and for many this is the only way they can bring groceries and other items into their buildings. Also many Island merchants rely on parking spaces for their customers. Currently most of the parking spaces during the day are full. When there are no parking spaces available, people are more likely to double park. Since we essentially have one street on the Island, double parking blocks the Red Bus. Then the Red Bus can't pass and the bus goes off its schedule. Our transportation system therefore relies on the fact that we have available street parking. We request that the spaces in front of the Cornell Complex be available to everyone and be metered spaces with reasonable short term time limits. We also request that a formula should be developed by the City Planning Commission and Cornell to determine when the current parking facilities on campus and Motorgate reach capacity. When they reach a certain level of use, more parking should be created at Motorgate and on the campus. We ask that this formula (for both Red Bus service capacity and parking capacity) be dependent on the amount of use and not by the cause of use. We do not want the Cornell Complex to relinquish their responsibility to build out more parking simply because they can state that outside population growth has led to increased parking. We respectfully request that Cornell provide funds to build out these facilities before they reach capacity and that this level/formula is determined at this time and not at a future period. We also request that the cause of increased ridership is not a factor in the formula and that causation does not determine financial responsibility on the part of the Cornell Complex.

Thank you,

Jonathan Kalkin

See: Ferry Landing Feasibility Study

[redacted]ki

CITY PLANNING COMMISSION HEARING

MIKE EVANS

6Feb1970: BEATLES US ALBUM RELEASED—"Hey Jude, don't make it bad--**Take a sad song and make it better**"

COMMENTS TO CITY PLANNING COMMISSION-CORNELL TECH PROJECT **6FEB2013**

I am David Evans and my family has been on Roosevelt Island for about 4 years. I am an elected member of the Island Residents Association-Common Council and a supporter of the Roosevelt Island Community Coalition.

Let me first express appreciation to Cornell for thus far responding favorably to many of our concerns and to Community Board 8 and Borough President Stringer who advanced their "conditional approval" given the many concerns that still remain. I now hope that, at this important point in the process, this Commission will appreciate our concerns and follow through in helping protect our small Island – **"don't make it bad, make it better".**

With respect to planning for and implementation of the project, I posit that: (1) **There are alternatives available to better mitigate risks to Islanders** and (2) **The State of New York, given its "unique" relationship with the Island, needs to be heard as part of or in parallel to the ULURP.** Today, time only allows my point on risk mitigation.

ALTERNATIVES ARE AVAILABLE TO BETTER MITIGATE RISKS TO ISLANDERS

A former member of the Armed Forces, I have a special appreciation of and respect for risk. With war planning, we mostly know the risks to our deployed personnel, but sometimes the unexpected occurs. When you purchase a new car, acceptable risks can become unacceptable (think "recall"). **I have problems with risks deemed acceptable for the community of Roosevelt Island.** Let me explain.

Almost daily between **7am and 6pm**, I walk alongside our only Island street. I see many babies in their strollers; many older citizens barely making their way, many in wheelchairs, some with breathing devices. I see the school children walking to school, at recess enjoying the fresh air of the parks and rushing home after school.

Now, I fast forward to the years 2014 and likely beyond 2038: a chill comes over me. The tranquil environment is no longer there. Our small, tight corridor called Main Street has changed due to a 'bevy' of activity that has placed our residents at risk. A stream of heavy, diesel trucks; other construction-related vehicles; and a barrage of other traffic compete for limited space to and from the southern parts of the Island. I see needed emergency vehicles trying to get to the sick and elderly and their operations unduly slowed. **Yet, this overuse of the corridor is considered by some as acceptable risk for the project.**

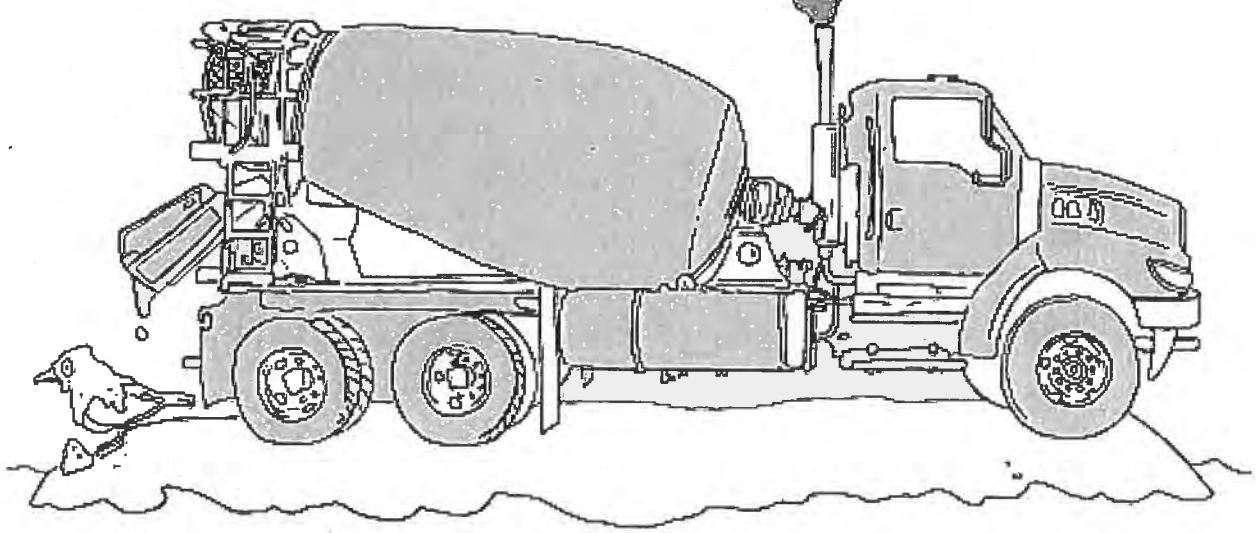
Moving forward, we **should not rely upon risk calculations that find acceptable even the smallest "nightmare on Roosevelt Island." WE MUST HEDGE AGAINST THE UNEXPECTED** - - WE MUST make adjustments to the maximum extent **to severely cripple risk** - - the risks of increased accidents involving our youth, our elderly, or of a person in a wheelchair being pinned underneath a vehicle (that has already happened on the Island, last year in so-called normal times). We **must cripple risk** that, *inter alia*, can lead to increased sickness due to noise ,dust, fumes and pollution (penetrating our many low energy efficient homes along Main Street); **risk that overly stresses our bridge, our ramp to the Island, our roadway; and, the risk of and from critically delayed emergency responses.**

YOU CAN HELP Islanders as part of this process by having an aversion to risk that impacts lives and tranquility. This is why many of us respectfully ask that **you (CPC) put down a marker** in support of construction-related activities **that reduce environmental and roadway impacts and that would help "free-up" our one and only street (MAIN).**

You have heard these **risk mitigators** that include, inter alia: **Barging; preparing cement on site; ensuring adequate parking, properly located on the Island; properly situated air quality monitors; and enhanced security.**

I INVITE YOU TO PLEASE COME TO OUR ISLAND AND WALK MAIN STREET WITH ME OR ANY OF US. THANKS FOR YOUR EFFORTS - - I SALUTE YOU.

DON'T



ROOSEVELT ISLAND

TBD mony

1. Judy Buck - Our Community, introduce RICC line up & Please. Don't. Truck. Roosevelt Island.
2. Joyce Mincheff - Uniqueness of RI's Financial Situation/Security
3. Adek Afpelbaum - Critique Cornell's Flawed Construction Plans, Solution Barging vs. Trucking, On site cement batching vs. trucking,
4. Linda Heimer - Noise pollution, Traffic congestion created by arrival of construction crews 6 AM
5. Mark Lyon - Hazardous Materials (HazMat), Recreational Facilities & Request Investment for Energy solutions for Island
6. Matthew Katz - Consistent underestimate of new Cornell population in DEIS and its impact to RI
7. Mandana Beckman - School Improvement, Cornell Partnership and underestimate of #'s (May touch on how Cornell's faculty will participate as their faculty's schedule allows rather than dedicated time commitments) Mandana Beckman, Principal, PS/IS 217, 212.980.0294 Fax 212.980.1192
8. Ellen Polivy - Effects of Cornell's project on Disabled/Seniors/Children - traffic
9. Lynne Shinozaki - Zoning Application locked to Cornell Project so RI can weigh in for future developers if Cornell deal falls through, Financial giveback from businesses on site, Parking
10. April Ward - Environmental Impact/Landscaping/Trees, Community Participation & Review of Design Plans, Monitoring construction to conform to plans
11. Ben Kallos TBD - City help/State help
12. Jose Serrano aide will attend
13. Jonathan Kalkin TBD
14. Dave Evans - wrap it up - A Walk Through Main Street, Mitigating Risk, Trucking unacceptable

"In Favor" with Conditions
David Evans
455 Main St, PH2E
New York, NY 10044
Roosevelt Island Residents Association - Common Council
Roosevelt Island Community Coalition Supporter

Judy Buck
City Planning Commission
Good Morning. My name is Judy Buck and I'm on the Board of the Roosevelt Island Community Coalition, more easily remembered as ... RICC.

We represent 35 Roosevelt Island Organizations that united over the past year to consider the arrival of Cornell University.

RICC drafted a document of community concerns. We met with Community Board 8, City Council Member Jessica Lappin, Borough President Scott Stringer, and others.

And we are in continual talks with the Cornell.
RICC drafted conditions to the Cornell proposed project, most of which were adopted by Community Board 8.

Today...we request your attention.

We ask that you not view the Cornell project as just another urban development.
Because Roosevelt island is not just another neighborhood.
We're a small Island.

A small, mixed income community.

A small town of old trees, river views, a vibrant and diverse population...and a high proportion of senior citizens and disabled.

We're connected to Manhattan by the F Train and the Tram. Connected to Queens by a modest Bridge.

We are a community with serious vulnerabilities. In our shocking financial structure. Our crumbling infrastructure. And our population. These are topics you'll hear about from other RICC speakers.

Roosevelt Island is where Cornell will create a groundbreaking, visionary partnership between academia and business; a sophisticated, global center of technology and commercial enterprise.

The Cornell Complex will rise on more than 2 million square feet. Some of the buildings will be 30 stories tall. Off and on, it will take 25 years to complete.
Which brings us to an urgent topic: trucks.

Judy Buck continued

Roosevelt Island is a one street town. Main Street runs the length of the Island and carries all traffic.

Main Street is a residential canyon where most of our apartment building are located...where we shop, where we meet for coffee... and where our children attend PS217.

Cornell's construction will bring trucks to Main Street on an average of 86 trips per day. That's roughly one truck every 7 minutes.

Trucks jamming traffic on the bridge from Queens...including emergency vehicles...

Trucks spewing exhaust, noise, oil, vibrations, possibly toxic materials..

Trucks...from which there will be no escape.

We appealed to Cornell to use other methods. And we greatly appreciate its willingness to examine the use of barges and ferries.

However, as of today, the Cornell proposal states that trucks... only trucks...will be used for transport.

As you review this proposal and its amendments, we ask for your vigilance, your understanding, and your protection.

Please. Don't. Truck. Roosevelt. Island.

Joyce Mincheff
Comment:

Operating Budget Needs of Roosevelt Island

None of the basic services that are normally paid for or provided by the City of NY, get a nickel of City funding on Roosevelt Island. The City doesn't even sweep or plow our streets. We, also, do not receive a nickel from the State of NY either. We were cut from the State's budget under the Pataki administration and deemed "self sufficient."

Our policing, internal transportation, grounds maintenance, repairs, clean up, staffing, facilities and infrastructure are entirely paid for by the land leases that our administrative authority collects from buildings constructed on the Island, or by leasing Roosevelt Island assets such as our parks and athletic facilities. They are leased so frequently that our children only have limited use of the ball-fields that are their back yards, and services for our children have been cut to accommodate paying customers. Imagine what a one-third increase to our population will do to demand for our athletic fields. Our children don't have alternatives. We're an isolated island in the middle of a river.

The land leases that are paid by the various building management companies to create the operating budget for Roosevelt Island are derived not from City or State funds, but from the rent that every resident pays. Cornell-Technion will not be paying a land-lease to the community for the 12.5 acres it will occupy. Yet it will be deriving all the necessary services to keep its residents safe and comfortable from the pool of funding every other resident supplies.

Typically, the ULURP process determines whether the City and the applicant have adequately provided for the needs of the community. In this circumstance, however, neither the City, nor the applicant, are supporting the needs of the community with even one thin nickel, toward the increased policing, transportation, grounds maintenance, repairs, clean up, staffing, facilities and infrastructure that results from Cornell's estimated increase, of 5,200 people. That count does not include the transient population expected from Cornell's commercial enterprises (which will take up one third of its space.) That is larger than a one-third increase in our population.

Cornell Technion will charge rent to corporate co-location partners. NY City will collect taxes from those associations. The only entity not collecting a nickel is the one providing ALL the community services to Cornell's population.

Joyce Mincheff cont.

To take one example, our Public Safety Department serves as the Roosevelt Island alternative to a police force. The US Justice Department suggests 45 police officers per 10,000 residents in NY City. Roosevelt Island has approximately 14,000 residents and ONE part-time police officer for an 8-hour shift, three days per week. Our policing needs are met by the Public Safety staff of 37 officers, far less that the prescribed amount. We are already operating with less Public Safety staff than appropriate for our population. Imagine how an additional 5,000+ residents will impact our community's policing needs?

Our Public Safety Department is already under-budgeted with strained manpower. In order for Cornell- Technion to attract students, faculty and corporate co-location partners, Roosevelt Island has to be properly policed and that takes money... Where is that money coming from?

The City of New York supplies Yeshiva University with 2 fully manned police booths, 24/7. That installation exists over and above Yeshiva's own private security force. The community of Roosevelt Island deserves no less protection by the City than our neighbors that surround Yeshiva University.

Only if the students, faculty, business personnel and visitors to Cornell-Technion drop into the complex from the sky, and remain walled within its grounds, will the Roosevelt Island community have to bear no costs and suffer no impacts due to this project. Yet the Cornell-Technion plan provides ZERO financial support for the services Roosevelt Island will have to produce for policing, transportation, grounds maintenance, repairs, clean up, staffing, and facilities, and only by insuring that our Public Purpose Funds, which support the quality-of-life programs that currently exist and will be overwhelmed by a 30% population increase, will Roosevelt Island continue to be a place where our residents and the added population of Cornell Technion, want to be.

We ask that the City protect Roosevelt Island from the unique problem of being a non-supported enclave, excluded from the budgets of both the City and the State, when placing a city-coffer enhancing enterprise into our midst. Some of the money raised by the City must be returned to the Island to cover the increased operating budget that will be needed when Cornell-Technion arrives.

Respectfully Submitted by Joyce Mincheff, 540 Main St, #1604, NY NY 10044

Dear Members of the NY City Planning Commission -
I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:
The demolition of Goldwater Hospital and construction of the Cornell campus will involve years of continuous traffic and disruption of this one road street. I encourage the use of barging and removal /delivery of materials by water. See attached photo of the construction of Goldwater Hospital with pier in the East Channel of the East River. Cement batching should be done on the island to eliminate the need for cement mixers traversing Main St.

Demolition/Construction hours should be 8 a.m.to 4 p.m. weekdays and 9a.m. to 12 noon on Saturdays.

The seawalls of Roosevelt Island have not been repaired or rebuilt in over 20 years. The rip-rap is mostly gone to protect the walls and break the wave action. It is certain that the OEM will zone our island as Zone A. Without proper infrastructure repairs to the island Cornell is being permitted to build in a potential flood plain.

The area adjoining the Cornell site is a waterfront promenade It has not been repaired or well maintained for over 30 years. It should be the responsibility of the developer to obtain funding for the repair and maintain ace of the adjoining walkways to the campus.

Parking and traffic are a major concern. We have been advised that NYC DOT wants to build one lane of traffic and two bike lanes to the streets adjoining the campus. There is no need for bike lanes since our promenades currently serve as bike lanes. Limiting vehicle traffic will cause constant gridlock and impede the flow of traffic.

On campus parking should be part of the plan. It is the most convenient way to deal with vehicles coming to the campus. To ask a person to come to the campus, deliver a package, return to Motorgate and then return to the campus is unreasonable. It also takes an extra trip by bus to return to the campus. Underground parking is a better idea.

All campus buildings should have sufficient driveways, loading docks and trash removal areas that are on their property and deliveries to the campus will not cause traffic jams on the island streets.

There is a need for archaeological research time at the time of demolition and excavation of the Goldwater site.

Thank you for addressing my concerns in considering your approval for this project.
Sincerely Yours,

Judith Berdy
531 Main St.
Roosevelt Island, NY 10044

Paula Beltrone
TOPIC: Pollution/Noise caused by Trucking, Cornell population increase stress to Subway/Red Bus
Problem: Trucking creates traffic, pollution, noise
Solution: Prefab housing shipped (barged) to Island thereby less stress to environment/residents

Hi City Planning Commission,

Although I believe that growth is a healthy thing I do have serious concerns regarding the Cornell project. The development and construction of Cornell's buildings over an extended time will have tremendous impact on Roosevelt Island and could in fact diminish the quality of life for residents who chose to live on a quaint quiet environment. Some of my concerns are as follows:

Construction means trucks traveling through Main Street and across the Roosevelt Island bridge. This will create traffic jams, pollution and noise for residents on the Island.

Additional residents and students on the Island will overburden the current insufficient subways coming to and from the Island and and impact the red bus service on the Island.

The construction process itself will create noise and pollution. Has any thoughts been given to prefab housing which could be shipped to the Island and can be completed much more quickly thereby creating less stress on the environment and Island residents.

I hope consideration will be given to the above concerns.

Thanks for your attention to this matter.
Take care,
Paula Beltrone

Eva Bosbach/RI Parents Network/RICC

Dear City Planning Commission,

Concern 1: BARGING
Problem: Cornell plans to build their campus over the next 25 years on Roosevelt Island and construct for 36 months at a time several times throughout the project. They currently plan to use truck traffic down Roosevelt Island's only road, Main Street, which will disrupt residents - and especially children who spend their whole day on the island - with noise, pollution, toxic materials, dust, traffic and limit emergency vehicle access.
Solution: Barge all materials in and out during demolition and construction utilizing Roosevelt Island's unique position surrounded by water in the East River.
Concern 2: MORE PLAYGROUNDS and PLAY SPACES
Problem: The demolition of the old site and the construction of the Cornell-Technion Campus will bring changes for the life of young families on the island - certainly more noise and dust and in the longer run new families from Cornell faculty and students who will co-use existing facilities and playgrounds on island, possibly causing a shortage since our capacities are already full, with lines for swings in the summer etc. Moreover, south of the 475 Main St building there is not a single playground on the island.
Solution: Please use some of the project money for more playgrounds and some indoor play spaces donated from Cornell for the children of Roosevelt Island residents and for children of future Cornell faculty and students. They could be built anywhere on the island, allowing the moms in the future Cornell housing to venture there and get to know the island, or they could be built on the Cornell campus (open and accessible to anyone) or in the new Southpoint park, which invites to building a playground and/or a coffee house.
Concern 3: ELEVATOR to the ED KOCH QUEENSBORO BRIDGE
Problem: The new Cornell campus will be built on an island, but if the public transportation, for whatever reason, should not work, the only way to escape the island is via a single street and a single bridge (to Queens, not to Manhattan) far north of the planned campus. The Edward Koch Queensboro bridge crosses the island and is in immediate distance to the new planned campus, however there is currently no pedestrian access to this bridge for emergency cases or regular use by island residents and future Cornell students and faculty.
Solution: Please make the building of an elevator and stairs leading to the pedestrian and bike lane on the Ed Koch Queensboro bridge an inherent part of the Cornell campus project. Both the Roosevelt Island residents (especially moms with strollers, residents in wheelchairs and bikers) and the faculty and students from Cornell would profit from this solution, in emergency cases and everyday use.

Sincerely,
Eva Bosbach

Olga McCain - Topic - Improve Public School, More Sports facilities/Tennis, Better Transportation options/Preservation of green space and trees

Date 1/28/13

Dear Members of the NY City Planning Commission,

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's propose development of a research institute on the site for Goldwater Hospital:

1. Commitment to improve our Public School

2. Additional tennis courts and expanded community use of other sports facilities

3. Better transportation including Red Buses and MTA Service

4. Preservation of green space and trees

Thank you for addressing my concerns in considering your approval for this project.
Sincerely Yours,

Olga McCain
888 Main St.,
212-906-1973
olgamccain@rushpost.com

1/29/2013

Subject: Concerns about Cornell-Technion plans to build a research institute on Roosevelt Island

Dear Members of the NY City Planning Commission -

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's
proposed development of a research institute on the site for Goldwater Hospital:

1. Expansion of Public Purpose Funds to support our Island organizations

2. Treatment of Hazardous Waste disposal

3. Additional policing staff and equipment: both PSD Officers and NYPD

4. Barging instead of Trucking Hazardous and Construction Materials

Thank you for addressing my concerns in considering your approval for this project.

Sincerely Yours,

Fouad Bennani
425 Main Street, # 9H, Roosevelt Island, NY 10044
(917) 477-8846
Fouadbennani10044@yahoo.com

January 29, 2013

Dear Members of the CPC-

1. Our five children utilize the tennis courts year round. NYJTL has been a part of our lives for over ten years. We will definitely need additional tennis courts and a safe environment.

2. I feel that construction should start at 7am and end at 3pm.

3. You have a lot of school children running around and crossing the streets. We have a lot of blind spots on the island and will need someone to direct traffic at the crosswalks.

4. Having a barge would eliminate the additional air pollution that would be present in the diesel trucks. Noise pollution would be another reason to explore the idea of a barge.

5. Free WiFi would be a nice idea. We currently have free WiFi at the four freedoms park. Hopefully the road leading to four freedoms park will not be littered with dust and dirt. The park receives a lot of visitors as well as my family.

Thank you-

The Doyle Family
Manhattan Park
Roosevelt Island

1/29/2013
Dear Members of the NY City Planning Commission-

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1._ We request from Cornell and their team to present to RI Residents acceptable solutions to the unmitigated issues and to be responsible for the cost of implementation .

2._ Cornell didn't see the need to do the analysis but we are the one who see the problem today and who will live it in the future during construction and after the completion of the project. Therefore, if we believe that this subject is an issue to RI, Cornell has the responsibility to prove to us otherwise. They cannot say that they are in a way replacing the occupants of the hospital and it is equal exchange. Most of the patients in the hospital are long-term patients and go nowhere. My recommendation is that the Cornell does do diligent analysis and simulation in this subject and to be presented to RI Resident.

3.__ Cornell Center project should include, as a good gesture and as indications that they are part of RI Community, the replacement of the railing along the promenade and the repair of the Sea Wall. The Center will be using the promenade as much as and could be more than RI Residents. The existing railing is deteriorated and does not meet NY City Building Code. The Sea Wall is deteriorating and the danger of not repair it impact everyone on the RI.

4.__ .While Cornell Center received the ground lease for no cost and the cost of construction, the case is not the same to RI. The staff and students will be using our facilities and benefiting from RI without adding their fare share to the cost of operation and maintenance. Rivercross pays RIOC annual fees. Does this apply to Cornell Center? Cornell should contribute and participate in the RI Operational cost to cover for:

a) Maintenance of the infrastructure/ roadways/ Utilities.
b) Repair and Maintenance of the Promenade
c) Repair/replace the railing along the promenade
d) Operating cost to maintain the safety, cleaning, etc...
e) Maintaining the Helix ramp....

5. Barging during Construction: Cornell response is not convincing that they will be definitely using barging. Again this approach should not be acceptable to us. Cornell Team needs to proceed seriously with this approach.

Thank you for addressing my concerns in considering your approval for this project.
Sincerely Yours,
Name Therese Munfakh
Email tmunfakh@gmail.com

January 29, 2013
Dear Members of the NY City Planning Commission-

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. The island is just TOO SMALL to handle this type of project and this project has no real benefits to the residents of Roosevelt Island. An alternative site in Queens or Manhattan should be selected where it is clearly defined what agencies are responsible for the infrastructure of the area selected. RIOC cannot handle its current responsible of the island upkeep -- example of the decaying sea walls. How can we expect that they will be able to handle the major repairs that will be needed because of this project?

2. My concern is the toxic materials that will come from the demolition of Goldwater Hospital and trucking these materials through the ONLY roadway where the majority of residents reside. The heavy truck traffic noise, wear and tear of our Main Street and helix is troubling. Removal of these materials by barges should be a **mandatory** part of this plan.

3. The island has problem with transportation on and off the island as it now with the new buildings. To add even more people traveling on and off the island with this new development without a solid plan for additional transportation options for the island is very short sighted.

4. Island residents are expected to live with turmoil of the project for 25 years without any benefits to the community. Our open spaces, tennis courts, and playgrounds are not enough to handle the amount of people this project will bring to the island. It should be made mandatory that Cornell-Technion provide additional tennis courts and playgrounds to compensate for the additional people this project will bring to the island.

5. Once the project is built and running I truly believe that the Cornell-Technion will then being to make the campus private and the residents will not have access to that part of the island. Guarantees (which stand the test of the law) should be in place for the future of Roosevelt Island residents.

Thank you for addressing my concerns in considering your approval for this project – PLEASE VOTE NO TO THIS PROJECT.

Sincerely Yours,
Beth Schrum
555 Main Street
Roosevelt Island, NY 10044
Phone: 212-888-6853
Email: rschrum@aol.com

Dear Members of the NY City Planning Commission-

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. I am concern about the heavy traffic on Main street, this will cause problems for our disabled community along with our Elderly and children who cross our streets hundreds if not thousands of time on a daily basis I believe traffic will be backed up as our disabled and elderly take much longer to cross Main Street plus the columns on the East side of Main street from buildings 580 to 510 will caused safety issues for pedestrians' due to the drivers not able to see someone entering a crosswalk I have observed over the last 5 years truck drivers who believe Stop signs mean slow down and not come to a full stop.

President,
Roosevelt Island Disabled Association

Name Jim Bates
Address 4 River Rd 5D
Phone 212 731-2547
Email fdrhopememorial@gmail.com

Date: January 29, 2013

Dear Members of the NY City Planning Commission-

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. The proposed construction of the Cornell Campus will be performed via trucking during long working hours causing severe traffic problems on Main Street, noise, pollution and destruction of the helix on Roosevelt Island.

2. The Cornell Campus will significantly increase the permanent population on Roosevelt Island and stretch the limited security, red bus and other resources existing here, without contributing to the Island budget directly.

3. Cornell could substantially contribute indirectly by enhancing needed facilities, for example, rehabilitation of the existing Steam Plant to provide long term energy for Roosevelt Island buildings, including the Cornell Campus, at attractive cost along with substantial environmental benefits.

4. Another example would be for Cornell to build a multi-use facility around an ice skating rink (Roosevelt Island has no winter activity center for youth, adults or seniors) that would be appropriate for its students, faculty and staff, but would also be open to other residents of Roosevelt Island.

Thank you for addressing my concerns in considering your approval for this project.

Sincerely Yours,

Name: Sanjiv Tandon
Address: 531 Main Street, Apt # 1515, Roosevelt Island, New York 10044
Phone: 212-688-3099
Email: sanjivtandon@gmail.com

Date: January 29, 2013

Dear Members of the NY City Planning Commission:

I am an original resident of Roosevelt Island and watched the island grow. I am concerned about the 500 onsite parking spaces requested by Cornell-Technion as part of the development of a research campus on the site for Goldwater Hospital.

"UDC believes that it would be desirable to restrict vehicular traffic on Roosevelt Island and the general development plan provides for such restrictions ....if traffic restrictions are not imposed, it should be expected that Main Street and the perimeter roadways will be used by island residents, visitors to the island and persons working on the island with occasional heavy use and resulting traffic delays."

These words were scripted in 1976 by the Urban Development Corporation, the NYS agency charged with the planning and development of Roosevelt Island. Is it possible that a governmental agency planning a model community was more environmentally conscious than we today?

That heavy use of the existing road and resulting traffic delays describes the actuality of Roosevelt Island today. It already can be a challenge for residents to cross Main Street. The addition of 500 parking spaces at the Cornell site would seriously exacerbate the problem. Five hundred spaces could result in a multitude of faculty, employees and students, in addition to employees of the on site industrial concerns and visitors to the on site hotel, spinning down and winding up the helix and traversing Main Street in both directions each day. There are safety and pollution issues as well for a Main Street choked with traffic.

"The principal access road to the Roosevelt Island Community is Main Street, designed at a width (38 feet, curb to curb) narrower than a normal side street to discourage automobile traffic and parking." UDC intended that all residents of the island and others would be prevented from passing the Motorgate in their private vehicles, except under limited circumstances.

The Motorgate is a potential solution to Cornell's reasonable need for parking. It is a parking structure located on the Roosevelt Island side of the Roosevelt Island Bridge with direct access from the bridge. The Motorgate is six stories and was built with a capacity for approximately 1,000 cars"...although it is possible that its size and capacity may be increased to approximately 2,600 cars....It is expected that the capacity of the Motorgate will not be expanded unless further development on Roosevelt Island takes place." That development is already reality; certainly the planning of the new Cornell-Technion campus should be the crowning event to finally spur the building out of Motorgate.

More frequent Red Bus service or a dedicated shuttle to and from the Cornell campus could facilitate the transfer from and to the Motorgate for people who choose to drive; for those who choose public transportation, the "F" train on the Island as well as the tram are a short walk from the campus. Very limited essential parking onsite, plus the above considerations, should make possible Cornell's joining with the Roosevelt Island community to strongly endorse the building out of the Motorgate for their use and for the benefit of the entire Roosevelt Island community of which we trust and hope they will be an integral part.

Thank you for addressing my concerns in considering your approval for this project.

Sincerely Yours,

Lorraine Lasker
531 Main Street, Roosevelt Island, NY, 10044
212-751-3752
lasker1@hotmail.com

Quoted materials from the UDC plan of cooperative ownership for Rivercross, Roosevelt Island dated May 15, 1976.
Bolding is mine. LL

Date: February 6, 2013
Dear Members of the NY City Planning Committee:

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. First and foremost, Cornell has proposed potentially trucking toxic materials off the Island as they dismantle Goldwater Hospital. Trucking on our one busy Main Street, should be an absolute "no-no". We in the community at all the public hearings held, have stated loudly and clearly to Cornell that especially during this phase of their takeover of the property, they absolutely must barge any and all toxic rubble and not carry it through the center of our community on our only road which runs through the center of Roosevelt Island. Further, Cornell has noted in these public forums that these trucks would be traveling through the community every seven to eight minutes!
2. In addition to the toxic nature of the waste materials the trucks would be carrying and the number of these trucks traversing our one street, we have noted that there would most certainly be a problem with the constant traffic tie-ups, noise, air pollution, degrading and destruction of our one street (built on top of a soft sandy material), and the possible weakening of the helix which leads all vehicular traffic onto and off the Island. This helix with our bridge is our ONLY direct access to land and it is the only way we can get emergency vehicles (from Queens) to our community. Barging must be required of Cornell, not just during their teardown of Goldwater, but during this entire and very long-term building project. Main Street cannot be widened as there are buildings on both sides of the street with no expansion room available. If in the course of traversing repeatedly on and off the Island via the bridge and helix, the helix becomes unusable (weakened or worse), no one at Cornell has been able to tell the community how we get NYPD, FDNY, and ambulances to our residents.
3. With the influx of new residents coming to our community, we want to more than encourage those with automobiles to use the parking garage that is located on the Island. Roosevelt Island does not, and Cornell will not have the kind of street parking space that an influx of residents will possibly require. I would also ask that Cornell consider sharing in the cost of adding on to this parking structure for which there is ample room, and for which an addition has been, in fact, part of the original planning [the fourth quadrant], since the inception of Roosevelt Island as a residential community.
4. Finally, we have on Roosevelt Island something called the Public Purpose Fund (PPF). It was initiated with funds from Manhattan Park, twenty years ago. The PPF has been used to help fund the non-profit organizations in the community who provide various services and classes to residents and their family members. Several organizations support day-care and early childhood and enrichment programs, other organizations represent our gardeners, our Senior Association, the Main Street Theater & Dance Alliance, teenagers, i.e. The Roosevelt Island Youth Program, to name a few. RIOC's future responsibilities with regards to security, maintenance and other services will be cut into and that will mean that RIOC, while serving Cornell's needs, will not have the funding they've been providing through the PPF for our local organizations to continue doing their good works. With the amount of money that Cornell is receiving from the City and from their private and some public donors especially for this project, the community very much needs Cornell, in turn, to be a good neighbor, helping us keep our local

organizations afloat. The community has no doubt that as Cornell students and faculty, along with their families will probably be participating in and with many of these long-time community organizations.

Thank you for addressing my concerns in considering your approval for this project.

Sincerely yours,
Sherie Helstien
625 Main Street - #433
212-935-7534
helkatz@verizon.net

To: City Planning Commission,

My name is Ali N.Schwayri, MD and I have lived on R.I since 1977 I trained in Pulmonary Medicine at Bellevue-NYU and from 1986 until 2000, I was the medical director for Con-Edison where I directed the Respiratory protection and Asbestosis detection programs. I am now retired.

Our home is a narrow island in the middle of the East River called Roosevelt Island.
Our only street is called Main Street and runs from north to south.
The street is bordered by buildings (14-19 stories) and to build its campus at the southern end of the island, Cornell will be using diesel burning heavy trucks that travel down the street on and off for the next 25 years.

The Draft Environmental Impact Statement (DEIS) estimates that during construction of phase 1 (2014-2017), these trucks will make an average of 86 trips every day.The DEIS also estimates a combined DAILY truck,SUV,and car trips in excess of 1000 at the peak construction period in 2015 and 2016, mainly between the hours of 6:30 -8:30 AM and 2-4PM.

These heavy construction trucks will spew hazardous gases , particulates and other pollutants(carbon monoxide,nitrogen dioxide sulfur dioxide,lead and volatile organic compounds) as they travel along our street. Dispersion of these pollutants will take longer to occur because our street is surrounded by buildings.

Fine particulates are especially dangerous because they lodge in the air sacs (alveoli) and can cause cancer and lung diseases many years later.

The people who will be mostly at risk are the children and residents with existing heart and lung diseases. We will see more cases of asthma in children and cancer , chronic obstructive pulmonary disease and emphysema in the elderly.

The helix(ramp) that connects our street to the bridge needs repair and my concern is that due to heavy truck traffic it could be damaged and thus cut us off from vehicular traffic such as ambulances,school buses,food deliveries etc.

THE GOOD NEWS IS THAT THERE IS A SOLUTION TO THIS PROBLEM.
The solution is to use barges and truck ferries to remove mountains of debris and to bring in construction materiel.
That is how Goldwater hospital was built.

Loaded trucks would roll on and off the ferries at either end and thus avoiding our only street and sparing us the health,safety and environmental hazards resulting from trucking.Please remember that building the Cornell NYC Tech campus will take 25 years. Can any one of you

imagine living in proximity to this huge construction site for the next 25 years and the resulting impact on our health and quality of life. Cornell says that barging is expensive but does not mention that the city and state are contributing 100 million of our tax dollars to the project.

It is up to Cornell to prove that it cares about our concerns and will work with the community to mitigate the harmful effects of this huge construction project.

I end by saying welcome to Cornell and hope they will prove to be good neighbors by addressing our concerns.

Thank you,
Ali N. Schwayri, MD

Date: January 29, 2013

Dear Members of the NY City Planning Commission-

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1) It is essential that Cornell NYC Tech use barges/ferries during both demolition and construction phases of the Cornell complex. Traffic (estimated by Cornell at approximately 7 trucks per hour) will pound down the delicate helix structure connecting Roosevelt Island Bridge to the Island, will add damaging tonnage to this community's single street (Main Street), and certainly congest traffic, pollute the air with noise, diesel fumes, possibly toxic materials, and create hazards if intractable traffic congestion makes it impossible for ambulance or other essential services to reach Island in timely fashion. Using barges and ferries would not completely mitigate, but would reduce such traffic.

2) Create cement mixing plant on site: Might actually save money, as wet cement transported in trucks frequently dries out on route; necessitating another trip. Mixing on site would certainly help mitigate truck traffic, particularly diesel trucks.

3) Noise: community is concerned that sounds of workers commuting and starting work at 6AM will be constant irritant to residents forced to hear it for several years. Apparently some NYC developers have changed to later start time.

Thank you for addressing my concerns in considering your approval for this project.
Sincerely Yours,

Name Judy Buck
Address 575 Main Street 1408N
Phone 212-750-5197
Email judybuck130@gmail.com

Date 1/23/13

How Many Years To Pay for Itself?

Dear Members of the NY City Planning Committee- Expore ~~Ha~~benefits

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. Use of the sports park that is already overcrowded and in serious need of repairs. To have money from NY city, state, and Cornell to poor money into fixing up add enlarging our sports park facility most of all to make our swimming pool olymic size for many furture generations of Children to train for many years to come. We also have 1000 Kids with swim lessons on the island, visiting Summer Kids camps and water babbies and their moms. Maybe a 2nd pool that is standard olymic size length.

Thank you for addressing my concerns in considering your approval for this project.

Sincerely Yours,

Bryn Bass McCleary 3473367475

Name Address Phone Email

Ten River Rd
Apt 11L NYNY
10044

bfabbb at yahoo.com

Bryn

Leonard Rothbart

January 28, 2013

Dear Members of the NY City Planning Committee-

My child attends school on Roosevelt Island and for several years has participated in the NY Junior Tennis League's outstanding summer tennis program, and I am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. There is an immediate urgent need for additional tennis courts & expanded community use of other sports facilities. The current available facilities are inadequate to permit the NYJTL to use its available funding, depriving our children of a valuable experience that can serve them throughout their lives.

2. Additional policing staff & equipment is needed for both PSD Officers & NYPD.

3. In view of the proposed development, additional attention will be required for preservation of green space & trees.

4. The proposal should also consider expansion of Public Purpose Funds to support our Island organizations.

Thank you for addressing my concerns in considering your approval for this project.

Sincerely Yours,

Leonard Rothbart, 229 W 105 St., NY 10025, (212) 222-1679 LennyNY@aol.com

Name Address Phone Email

Date 1/23/2013

Dear Members of the NY City Planning Committee-

I reside on Roosevelt Island and am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. CORNELL PROPOSES TO TRUCK POTENTIALLY TOXIC DEMOLITION RUBBLE OFF-ISLAND AND TO TRUCK CONSTRUCTION MATERIALS OVER THE RI BRIDGE (OUR ONLY ACCESS TO EMERGENCY VEHICLES) DOWN A RAMP THAT IS IN POOR REPAIR AND ON MAIN ST. AT THE RATE OF 1 TRUCK EVERY 7-8 MINUTES. BARGING ON AND OFF THE ISLAND, A STRATEGY USED SUCCESSFULLY IN THE CONSTRUCTION OF GOLDWATER HOSPITAL AND, MORE RECENTLY, THE FDR MEMORIAL, IS THE ONLY PRACTICAL SOLUTION AND SHOULD BE REQUIRED
2. CONCRETE SHOULD BE POURED ON SITE RATHER THAN ADDING TO THE GLUT OF TRAFFIC ON MAIN ST. SHOULD ENVIRONMENTAL FACTORS PRECLUDE THIS METHOD, THEN CORNELL SHOULD APPROACH THE TRANSCANADA POWER PLANT DIRECTLY ACROSS THE EAST CHANNEL FOR PERMISSION TO LOCATE A CONCRETE BATCH PLANT THERE IN CLOSE PROXIMITY TO THEIR PIER, TO ALLOW SPEEDY BARGING OF CONCRETE TRUCKS TO THE CONSTRUCTION SITE
3. ACADEMIC AND BUSINESS CO-LOCATORS SHOULD BE ENCOURAGED TO PARK AT MOTORGATE WITH SHUTTLE SERVICE PROVIDED. CORNELL SHOULD SHARE IN THE COST OF BUILDING OUT THE FOURTH QUADRANT OF THE FACILITY.
4. CORNELL/TECHNION FACULTY, STAFF AND STUDENTS WILL LIVE AND WORK ON ROOSEVELT ISLAND, UTILIZING OUR SERVICES AND ORGANIZATIONS. THESE ORGANIZATIONS ARE DEPENDENT IN PART ON PUBLIC PURPOSE FUNDS PROVIDED BY RIOC. RIOC'S EXPENSES FOR SECURITY, MAINTENANCE AND OTHER SERVICES WILL INCREASE AS A RESULT OF THE PRESENCE OF THE GRADUATE FACILITY, LIKELY CUTTING INTO THEIR ABILITY TO FUND ISLAND ORGANIZATIONS. CORNELL SHOULD PROVIDE FUNDS ALLOWING THESE INSTITUTIONS TO FLOURISH.

Thank you for addressing my concerns in considering your approval for this project.

Sincerely Yours,

MATTHEW KATZ 625 MAIN ST., NY 10044 (212)935-7534

Name Address Phone Email

Leonore Grandizio

January 28, 2013

Dear Members of the NY City Planning Committee-

My child attends school on Roosevelt Island and for several years has participated in the NY Junior Tennis League's outstanding summer tennis program, and I am concerned about the following issues related to Cornell-Technion's proposed development of a research institute on the site for Goldwater Hospital:

1. There is an immediate urgent need for additional tennis courts & expanded community use of other sports facilities. The current available facilities are inadequate to permit the NYJTL to use its available funding, depriving our children of a valuable experience that can serve them throughout their lives.

2. Additional policing staff & equipment is needed for both PSD Officers & NYPD.

3. In view of the proposed development, additional attention will be required for preservation of green space & trees.

4. The proposal should also consider expansion of Public Purpose Funds to support our Island organizations.

Thank you for addressing my concerns in considering your approval for this project.

Sincerely Yours,

Lenore Grandizio, 229 W 105 St., NY 10025, (212) 666-9843

Name Address Phone Email

LenoreWriter@gmail.com