

Cornell NYC Tech – Responses to Questions from Manhattan Community Board #8

December 3, 2012

Abbreviations: Roosevelt Island Community Coalition (RICC), Roosevelt Island Residents’ Association (RIRA)

Note: spellings of commenter names may not be accurate

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| Community Outreach | | | | |
| 1. | School Partnerships | <p>Looking for partnerships to support early childhood education</p> <p>We are looking for three areas to partner in with Cornell-Technton: partnerships with our teachers, our students and our school community. Cornell is working with Urban Advantage, a professional development program that our school is currently a part of. When can we expect our next face to face meeting? When will you be able to present and discuss a time line of how Cornell will be involved with PS/IS217 each academic school starting this school year not waiting until the campus is complete in 2037? New ideas for us: Introducing and using updated technology and applications, Help us implement more effective data</p> | <p>Eva Bosbach (RIRA), Leila Vujosevic (RICC)</p> <p>Mandana Beckman, Principal PS/IS 217 and Ursula Fokine (Coach)</p> | <p>We are willing to work with all age groups of children on Roosevelt Island, although we plan to focus our efforts on students who are in middle school as this is a pivotal time to interest them in the STEM (science, technology, engineering and math) fields. Our interaction will involve direct student interaction, support for teachers, and family engagement. We have initiated discussions with, and look forward to continuing to work closely with PS/IS 217 to determine the specific programs that will be most useful to make that school a model in STEM education. Re: timing, while significant programming requires faculty and graduate student involvement, in advance of having significant numbers of those resources we will be partnering with several NYC institutions who have demonstrated expertise in K-12 programming. We would be happy</p> |

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| | | <p>collection and analysis tools, 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, Create science investigation around our mandated sustainability, recycling, lower our carbon footprint 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?</p> | | <p>to have the next planning meeting with PS/IS 217 within the next 90 days to begin more detailed planning.</p> |
| 2. | Environmental Monitor | <p>Community needs its own environmental consultant, to be paid for by Cornell</p> <p>An Environmental Management Report should be prepared for this project and be reviewed and concurred by all stakeholders</p> | <p>Joyce Mincheff</p> <p>Theresa M (engineer)</p> | <p>During the abatement, demolition and excavation of the site, a third party monitor will be appointed and information will be available to the community. As a requirement of the Remedial Action Plan (RAP)/Construction Health and Safety Plan (CHASP) governing hazardous materials, reviewed and approved by NYCDEP, third-party monitoring will be conducted to ensure compliance with these Plans. A P.E.-certified Remedial Closure Report will be prepared at the completion of each phase of the project to document and demonstrate that all remedial activities have been properly</p> |

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| | | Should have independent consultant monitor construction | Linda Heimer (RICC), Lynne Shinozaki | implemented. In 2013, we will establish a Construction Task Force with the community which will receive regular and detailed updates and will ensure an on-going dialogue with the community about environmental concerns and construction generally. |
| 3. | Community Liaison | Should appoint lead contact person with questions and complaints (like Second Ave. subway); should continue to work with RICC board | Linda Heimer (RICC) | We think this is a great idea and will designate an individual in 2013. |
| 4. | Extension Office | Will there be a Cornell Extension Program on the island? | Monica Dow | This is not planned at this time, but office hours for CCEP may occur on-site when we open the first academic building. |
| 5. | Security | Should commit to security plan to address terrorism concerns | Jan Fund, Mohammed Ali Naquvi (Roosevelt Islanders for Accountability and Transparency), Anna Calcutt | All major universities, including Cornell, take security very seriously. Given our existing presence in NYC, we are familiar with some of the challenges of balancing the needs for security, with the desire for an open campus in the City. We have already begun planning and we will work with the appropriate experts and agencies on security issues. |

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| Construction | | | | |
| 6. | Construction barges and ferry service | <p>Should use barges</p> <p>Barging is preferable, could expand to include ferry service and construction of permanent dock; explore ferry service as mitigation for traffic impacts; RIOC completed a ferry study</p> <p>RICC respectfully requests that Cornell 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 with the new campus and new buildings 7,8,9 in Southtown. RIOC has already completed a comprehensive report on Ferry Service so this would be simple</p> | <p>Adek (civil engineer), Jonathan Kelkan (RICC), April Ward, Jan Fund, Lynne Shinozaki, Helen Chirivas, Eshagh and Rosalyn Shaoul, Stamos and Sara Metzidakis</p> <p>Jonathan Kelkan (RICC)</p> <p>RICC</p> | <p>Cornell presented our work to date on barging to the community on 11/26/12. As indicated at that meeting there are several options that look promising and we are continuing the analysis as well as meeting with appropriate agencies to discuss the feasibility of the various options.</p> <p>While the Cornell project is not dependent on ferry service, we agree that ferry service would be great for the island and therefore would like to work with other owners and stakeholders to achieve this goal.</p> <p>As we continue to explore barging we will look for opportunities to utilize those facilities for passenger service. Currently our analysis shows that barging requires a set-up very different than passenger-oriented infrastructure, but we will continue to look for synergies.</p> |

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| | | <p>to do an analysis in a short period of time. The Coalition is happy 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 (NY Waterway) 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. We would like Cornell to examine how this would be accomplished as part of their transportation analysis and what funds Cornell can apply to this project. NYCEDC has subsidized ferry service in New York City and dock production and we respectfully request Cornel to see if those funds are also available.</p> | | |

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| 7. | Construction – Green Building | 50% of materials should be locally sourced (within 100 miles of site) | Will Nagel (Bricklayers Local 1) | We are committed that our campus will be a minimum of LEED-silver. LEED provides credit for materials sources within a 500-mile radius (which for NYC includes a lot of water!), and all of our past LEED projects have achieved this LEED objective. We typically encourage both architects and contractors to help in achieving this goal – architects by specifying materials that can be supplied locally/regionally, and contractors by including local suppliers in the bid process. To achieve one LEED credit point, 10% (by cost) of the total materials have to be locally sourced and manufactured. To achieve two, 20% is the goal. We typically achieve both points as there is enough regional manufacturing to allow this without cost impact. |
| 8. | Construction – Concrete | Will Cornell be making concrete on site? | Mark Lyon (RIRA, RICC), Adek (civil engineer), Ellen Polivy | Although we are reviewing the possibility, it is unlikely there will be a concrete batch plant on site. Extended permitting periods, environmental impacts (control of truck wash out, noise and dust, etc.) and the delivery of raw materials (gravel, portland cement, chemical additives) are all factors that are significant obstacles to making a plant a reality. |

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| 9. | Seawall, Promenades | Will Cornell help with the cost of the seawall that we all need to keep the Island intact and safe during storm surges? | Ellen Polivy, Helen Chirivas, Judith | We will not own nor control any portion of the promenade or seawall. The best protection against storm surges is raising the level of the site, as we are planning to do. To the extent that a barging plan impacts the seawall, we would make any necessary repairs at that location. |
| 10. | Construction – Parking | Will Cornell consider an engineering study of Motorgate to enlarge the garage to add spaces? There will be a parking shortfall of 48 spaces. / Cornell must coordinate with RIOC on the build out of the Motorgate spaces. | Mark Lyon (RIRA, RICC), Ellen Polivy Mickey Rindler | The Cornell project relies primarily on public transportation, and does not require additional spaces at Motorgate to operate successfully. The referenced shortfall, which is 45 spaces, is projected to occur two decades in the future and only if Cornell does not provide any on-site parking. The zoning proposal would allow for up to 500 underground spaces on the new campus, well in excess of this potential shortfall. |
| 11. | Construction – Community Needs | What will Cornell do to improve quantity of facilities that their population will utilized such as tennis courts, parks, playgrounds and ball fields? Should provide more play areas for children | Joyce Mincheff Eva Bosbach (RIRA), Susy del Campo | Cornell will build over 2.5 acres of new public open space in the campus, which will serve the entire Roosevelt Island community. We are just beginning to work on the landscape plan for the campus. We are considering a wide variety of spaces that will be attractive to multiple different age groups, |

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| | | <p>Expand bike lane to entire island</p> <p>We want to ensure that the designated bike lane remain a bike lane and not become a road for car traffic.</p> <p>Provide pedestrian access to 59th St. bridge</p> <p>Disabled community is well respected on island and Cornell should make provisions for disabled, e.g. priority on buses</p> <p>Who will pay for public safety and street repairs?</p> | <p>Eva Bosbach (RIRA)</p> <p>Ellen Polivy</p> <p>Eva Bosbach (RIRA), Stamos and Sara Metzidakis</p> <p>Bryn Bass McCleary (RIRA)</p> <p>Alexis Villafane (Roosevelt Island Tennis)</p> | <p>including spaces designed for children.</p> <p>The improved road around the campus will include a 10-foot wide bike lane. We imagine it would be much more difficult to incorporate bike lanes in certain other locations on the Island that do not have sufficient space to be widened.</p> <p>We have worked closely with DOT to design the street to include a bike lane. Once the street is mapped it will be under DOT jurisdiction, but given that DOT has been very supportive of a bike lane we expect they will want it to remain.</p> <p>We think it is a great idea and are happy to initiate a study to examine the feasibility of pedestrian access to the 59th Street Bridge. However, construction of such a facility would be a significant capital investment beyond the scope of the Cornell campus.</p> <p>The Cornell campus is being designed in recognition of the needs of the disabled community and will be fully accessible.</p> <p>Public safety on the Cornell campus will be paid for by Cornell.</p> |

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| | | | Association, Roosevelt Island Garden Club) | The loop road improvements will be paid for by Cornell. The road will remain in RIOC control. |
| 12. | Construction – Waste | Lifecycle study of the buildings. What is entailed in running the building? ie garbage trucks since no avac. Where will garbage be stored? Will garbage be picked up in street or use vacuum tubes? | Ellen Polivy April Ward | We are in the process of doing a lifecycle analysis of the first academic building (it is the only one under design right now). The DEIS traffic analysis includes deliveries and garbage removal for all buildings on the site; it identifies the need for two sanitation trucks per week in Phase 1 and at the full build five trucks per week. |
| 13. | Construction – Trees | Feet of land fill and what kind of retaining wall will they use? How will it affect the mature trees which are at the present level? How many feet of fill will cover the trees? and how will the shade affect the trees and the park land? Are there shadow studies in the EIS showing the impact on South Point Park? Will these shadows kill the trees in that park? | Ellen Polivy April Ward | Fill will not be spread uniformly over the site, but rather will be concentrated near the center of the site to meet the ground floor elevation of buildings at approximately +21 feet. Any fill will then slope down to meet the street. The grades and use of fill will be designed to avoid damage to the trees that will remain. The shadow study included in the DEIS considered the potential for shadow impacts on Southpoint Park and found no impact from limited shadows caused by the project. Phase 1 of the project will not add any shadows on South Point Park. At full build, |

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| | | | | there would be incremental shadow on a portion of the park in late spring and summer mornings, ranging from about an hour on May 6/August 6 to nearly three hours on the summer solstice. However, given that this area of the park would be in full sun for the remainder of the analysis day in these seasons (i.e., nine to 10 hours), as summarized in the DEIS, no significant shadow impacts would occur. The park is described on page 6-8 in Chapter 6 of the DEIS. In particular, see Figures 6-50, 6-51, 6-60, 6-61, 6-62 to understand better the area that may be shaded and how shadow would move across the space over time. |
| Environmental | | | | |
| 14. | EIS – Population Estimates | Update school population (482); student population estimates are outdated (1998); 4-8 and 4-9 enrollment tables and impacts are incorrect and based on false assumptions DEIS provides for 1,000 sf of space per 4 | PS/IS 217 principal and coach Matthew Katz | The schools analysis in Chapter 4, “Community Facilities and Services,” utilized the most recent data and information that was available at the time that the DEIS was certified, in accordance with the CEQR Technical Manual. The schools analysis will be updated with DOE’s 2011-2012 enrollment figures when the Final EIS (FEIS) is prepared. The population assumptions in the DEIS use |

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| | | <p>workers, more space than the national average, which is closer to 176 sf per worker, and could be 100 sf per worker in future; would change worker numbers in co-location building and residential population will likely be larger than DEIS anticipates (+600 workers), also skewing transportation estimates (detailed comments and sources available in PDF)</p> <p>DEIS (4-2) does not address additional population resulting from corporate co-location population</p> | <p>(RICC)</p> <p>Matthew Katz (RICC)</p> | <p>multipliers that are commonly used in EIS analyses, and have been accepted as reasonable in numerous environmental reviews. For example, the EISs for the Goldman Sachs building within Battery Park City and the proposed development at 15 Penn Plaza assumed 1 worker per 250 sf of office space. In the EAS for the NYU Center for Urban Science and Progress (CUSP), another project being developed as part of the City's Applied Sciences initiative, population estimates for the industry partner use as well as for the incubator employees were 1 worker per 300 sf of space. We believe the standard assumption is reasonable here.</p> <p>The DEIS does take the population associated with the co-location space into account, including any portion of the population that chooses to live on the island. The corporate co-location population could choose to reside anywhere in the region, including outside of New York City. The portion of that population that chooses to reside on Roosevelt Island would either inhabit existing residential units, or residential units that will be built in the future Southtown. To the extent that corporate co-location workers and their</p> |

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| | | <p>DEIS (4-7) underestimates “natural growth” on the island, which will result in school overcrowding</p> <p>DEIS (4-10 through 4-12) does not accurately reflect that the project will cause an approximately 20% increase in population (11,661 (2012 census figure</p> | <p>Joyce Mincheff</p> <p>Joyce Mincheff</p> | <p>families would reside in existing housing units, they would not place a new burden on schools, as they would replace existing residents. To the extent that corporate co-location workers and their families would reside in the future Southtown development, the schools analysis in the DEIS specifically accounts for the new population that would be introduced to the study area by this development. The residential units built on the Cornell campus will not be available to workers in the co-location building, and no other residential development is currently anticipated on Roosevelt Island.</p> <p>The No-Action enrollment estimates were supplied by the New York City School Construction Authority (SCA), as per the guidance of the <i>CEQR Technical Manual</i>. In addition, to ensure a conservative analysis, the number of the students that could be generated by the Southtown development was added to the SCA data. No other development is currently anticipated on Roosevelt Island.</p> <p>The Cornell project will increase the projected residential population on Roosevelt Island by approximately 18% at full build. The DEIS discloses the population increase</p> |

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| | | for catchment area) + 2,236 (projected increase)); will overburden libraries / Island Services unless plans made to broaden services | | attributable to the proposed project, and describes the numerous factors that would limit the impact of this population increase on public library services within the study area. As noted in the analysis: the holdings per resident ratio of the study area would continue to be higher than the overall ratio in Manhattan; many of the residents in the catchment area for Roosevelt Island branch also reside within ¾-miles of other nearby libraries; residents of the study area would have access to the entire NYPL system through the inter-library loan system and could have volumes delivered directly to the Roosevelt Island branch; residents who work off-Island (such as the partners of Cornell NYC Tech faculty, staff, and students) would also have access to libraries near their place of work. In addition, students and faculty will have access to the Cornell University Libraries (CUL) system, one of the world's largest research libraries, which would be expected to reduce the incremental demand on the NYPL system to some extent. Due to these factors, the population introduced by the proposed project would not be expected to impair the delivery of library services in the study area. |
| 15. | EIS – | EIS does not consider potential truck | Adek (civil | Per CEQR, the DEIS evaluated accident |

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| | Construction | <p>accidents</p> <p>Trucking analysis doesn't account for nearby construction</p> <p>There would be 1,000+ vehicle trips each day on Main Street during the construction period for Phase 1.</p> | <p>engineer)</p> <p>April Ward</p> <p>Ali Schwery</p> | <p>history of selected traffic analysis locations, through which most trips generated by the proposed project are expected to traverse, to determine if there are existing safety issues that need to be addressed and whether projected trips have the potential to worsen safety at these locations. As discussed in the DEIS no study area intersections were identified as high accident locations.</p> <p>During construction, RIOC and/or NYCDOT-approved maintenance and protection of vehicular and pedestrian traffic will be implemented to maintain proper circulation and safety.</p> <p>The DEIS does take nearby construction into account. As stated on page 20-17 of the Construction chapter, on-going construction of the adjacent Southtown buildings has been accounted for in the analysis of potential construction-related transportation impacts during Phase 1 construction. It is also unclear which truck numbers the comment is referring to.</p> <p>The Draft EIS considers a worst-case scenario at the period of most intensive construction activities, and assumes that all materials will be brought in by truck (versus</p> |

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| | | EIS only looks at air quality impacts at the construction site and does not address the impact of truck trips offsite, such as Main Street | Ali Schwery | <p>barging or other alternative methods that continue to be studied). With these conservative assumptions, the highest number of trucks in the peak construction period – the third quarter of 2015 – would be 67 per day, and the number of worker vehicles would be approximately 334. The number of trucks and worker vehicles would be less at other periods.</p> <p>Moreover, not all of these vehicles would necessarily be on Main Street, as many of the workers would park at the Motorgate Garage because there will be only 100 parking spaces available at the Cornell site.</p> <p>The air quality analysis in Chapter 20, “Construction,” assesses the potential for air quality impacts from on-site equipment and from off-site on-road construction-related vehicles. See page 20-29 for the analysis of “off-site sources”. Two sites were selected for analysis (see Table 20-12). On Roosevelt Island, the intersection of Main Street and East Road/West Road was selected, and the analysis examined sidewalk receptors and receptors on residential buildings near this intersection. As presented in the DEIS, maximum concentrations of CO and PM from traffic associated with construction</p> |

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| | | <p>What is the method of excavation, what type of foundations will be used to support this structure and all the other structures?</p> | <p>Theresa M (engineer)</p> | <p>activities were found to not exceed applicable standards. Tables 20-14, 20-15, and 20-16 provide detailed numbers.</p> <p>The method of excavation will be mechanical, using excavators and backhoes. When rock is encountered, the contractor will line drill, rip, and chop the rock. Regarding the foundation system, Chapter 20, Construction, of the DEIS assumes that a spread footing foundation system would be used for the project buildings. See page 20-10.</p> <p>In this type of foundation system, concrete column footings would be used to accommodate the concentrated load placed on them and support the structure above. These concrete footings would be reinforced with rebar as they are traditionally done.</p> |
| | | <p>What type of explosive materials will be used and its method of transportation to the Island? Method of handling the excavated soil, the existing ash layer (usually includes high level of metal including mercury), and the dust control?</p> | <p>Theresa M (engineer)</p> | <p>Explosives will not be necessary to complete the rock excavation. All the rock material anticipated on site should be of a type that can be excavated by mechanical means.</p> |
| | | <p>How will explosives/demolition be handled? Demolition scraps should be barged off of island</p> | <p>Alexis Villafane (Roosevelt Island Tennis)</p> | <p>Per the July 2011 “Subsurface (Phase II) Investigation”, the top 2 to 10 feet below grade consisted of fill materials (generally</p> |

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| | | <p>At the last meeting you mentioned that there would be no explosions. How do you plan to demolish the hospital?</p> | <p>Association, Roosevelt Island Garden Club)</p> <p>Ellen Polivy</p> | <p>sand with silt, gravel, brick, glass, coal, metal, plant roots and/or mica fragments). Although no layer of ash was encountered, the identified fill materials can contain elevated levels of metals and semivolatile organic compounds (SVOCs). A Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) have been prepared for the project and approved by NYCDEP. These Plans, which will be implemented during all construction involving subsurface disturbance set out procedures for screening excavated material for signs of contamination as well as its stockpiling, transportation and disposal (whether contaminated or not). Dust control measures and dust monitoring requirements are also set out.</p> <p>Explosives are not required for demolition or excavation. The demolition of the hospital will be completed with mechanical means, for which there are a number of alternatives. The most likely will be with large backhoe/excavator with tool attachments.</p> <p>Management of demolition debris will be in accordance with State requirements (e.g., 6 NYCRR Part 360). These requirements</p> |

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| | | During demolition what will be the effect on the subway tunnels and the bridge foundations? | Ellen Polivy | relate to reuse or transportation and off-site disposal. The property is not close enough to subway tunnels and the bridge to require a review of the structures. |
| 16. | EIS – Transportation | <p>I have requested a side meeting with the appropriate party from Cornell and the consultant to prepare and present to us The Traffic Simulation Study and Findings. The study should include existing and future conditions from the intersection to RI, Helix Ramp, Main Street and all other streets in the Island. The study should include the impact on Level of Service (LOS) and recommended solutions.</p> <p>What is meant by "Alternate Modes of Transportation"?</p> <p>How is the helix ramp leading from the bridge to the island going to be improved to handle the huge heavy truck traffic anticipated? What would be the impact if the ramp had to be closed for repairs?</p> | <p>Theresa M (engineer)</p> <p>Nick Viest</p> <p>Mickey Rindler</p> | <p>The traffic analyses presented in the DEIS were prepared in conformance with <i>CEQR Technical Manual</i> guidance and reviewed with NYCDOT and RIOC. This review did not indicate a need for a traffic simulation of Roosevelt Island roadways.</p> <p>“Alternate modes of transportation” refers to the variety of transportation modes analyzed in the DEIS. The modes include: personal vehicles (auto), taxis, subway, bus, walk (pedestrian), and tram.</p> <p>No improvements to the helix are proposed as part of the project. As with any transportation facility, including local roads, highways, and bridges, necessary repair would be conducted with the appropriate</p> |

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| | | <p>Why is there no modeling of traffic during AM and PM peak hours in the Study? Will there be traffic jams and backups across the entire bridge, on Vernon Blvd, and especially on Main St in the PM rush (it seems that there will be)?</p> <p>How will emergency vehicles be able to navigate Main St and the Bridge if there are significant backups? How will the safety of pedestrians be guaranteed both during construction and during peak traffic periods?</p> | <p>Mickey Rindler</p> <p>Mickey Rindler</p> | <p>maintenance and protection of traffic and pedestrian flows, subject to review and approval by the entity having jurisdiction over the facility, which in this case would be RIOC. Cornell will be complying with the reduced load limits on the bridge and helix as approved by DOT.</p> <p>The DEIS includes a detailed traffic impact analysis for the AM, midday, and PM peak hours and provides recommendation on potential mitigation measures where significant adverse traffic impacts were identified. On Roosevelt Island, no significant adverse traffic impacts were identified for Phase 1 and the impacts identified for Phase 2 could be addressed with the installation of traffic signals at two on-island intersections.</p> <p>Emergency vehicles, including ambulances, police vehicles, and fire trucks, can maneuver through a variety of traffic conditions, including around and through congested areas if they occur, because these vehicles are not bound by standard traffic controls.</p> <p>During construction, RIOC and/or NYCDOT-approved maintenance and protection of vehicular and pedestrian traffic</p> |

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| | | <p>What is to prevent Cornell students and staff from parking at the Southtown meters for short term parking after Phase 1? How about when there is inadequate garage space after the phase 2 buildout?</p> | Mickey Rindler | <p>will be implemented to maintain proper circulation and safety.</p> <p>There is currently no off-street parking in Southtown and while the remaining three Southtown buildings may incorporate on-site garages, they would be used in an accessory capacity for their own residents. As for on-street parking, all available spaces on Roosevelt Island are currently either for short-term or authorized parking, which would make any on-street parking in Southtown, if available, infeasible at most times for use by the Cornell population.</p> |
| | | <p>Why is there no consideration of Cornell running its own shuttle buses for staff parking at Motorgate during peak hours rather than using overcrowded red buses?</p> | Mickey Rindler | <p>The DEIS analysis identified the need to increase Red Bus service during peak construction and in Phase II to address anticipated increase in ridership, the cost of which would be paid for by Cornell.</p> |
| | | <p>Why is there no weekend impact statement in the report, especially with regard to auto traffic and parking given the new Four Freedoms Park and the three residential buildings planned to be built in Southtown? Surely the owners of the 290 automobiles will use their cars on weekends as well. There is no indication in the report as to what the status of the</p> | Mickey Rindler | <p>The selection of analysis time periods for the EIS was made jointly by Cornell and NYCDOT. It was based primarily on peak trip generation from the proposed project, which for Cornell, is expected to have the highest trip generation on weekdays overlapping with the commuter peak periods. While the project would also generate trips during weekend hours, they would not be</p> |

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| | | <p>parking spaces on the loop road around the campus will be on weekends or whether parking will be available in the garage for nominal cost.</p> <p>Are the estimates for tram traffic during AM rush accurate? What about faculty and staff taking their kids to school, faculty and spouses having jobs in Manhattan (like consulting jobs), people staying at the hotel facilities, or students with jobs or internships in Manhattan. We fear great impact on the tram during AM peak.</p> <p>The more than 700 additional passengers that will take the subway during rush hour after 2038 will mean significant delays for all riders, especially when there are train delays, which happen all too often. The</p> | <p>Mickey Rindler</p> <p>Mickey Rindler</p> | <p>large enough to require analysis in addressing potential impacts. The existing parking spaces on the loop road serve authorized parking by Goldwater Hospital personnel. It has not yet been decided how the parking regulations on the loop road would change in the future. Any changes will be subject to RIOC review and approval. As for off-street parking on the campus, up to 500 spaces will be primarily for use by Cornell, although such parking may be made available for public use pursuant to the zoning text if there is capacity in the parking facility.</p> <p>All trips referenced in the comment have been accounted for in the analyses presented in the DEIS, including the trips associated with the tram.</p> <p>Based on CEQR methodology, ridership levels and service frequency of the F line, the DEIS concludes that there would not be a significant adverse subway impact. We do not plan to lobby the MTA and the</p> |

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| | | <p>report says the MTA has stated that these are unmitigatable but there is little doubt of the negative impact. Will Cornell lobby the MTA and city add a subway station for one of the other lines that pass under the island?</p> <p>Currently, there are 67 inbound trips and 153 outbound trips at (one location). In the future, there will be 457 inbound and 464 outbound trips. The delay at 36th and Vernon will be 3 minutes in Phase 1 and 9 minutes at full build. That's a lot of delay.</p> | Mickey Rindler | <p>City for additional subway connections to the Island, as such a major capital project is typically within the realm of the City and MTA's long-range plan (i.e., Second Avenue Subway and No. 7 train extension) and not tied to any single development project. However, as mentioned earlier, we would like to join other community members to help bring ferry service to the island</p> <p>As detailed in Table 14-5 on page 14-11 of the DEIS, the maximum total vehicle trips generated by the project in 2038 would be 404 (116 inbound and 288 outbound) during the PM peak hour. Compared to what exists currently with Goldwater Hospital, this represents an increase of 49 additional inbound trips and 139 additional outbound trips during the PM peak hour.</p> <p>The referenced delays in the comment appear to correspond with the left turn from the northbound Vernon Boulevard approach, while the eastbound and westbound 36th Avenue or Roosevelt Island Bridge approaches are projected to operate substantially more favorably. At this intersection in the future analysis year of 2038, service levels at several of the approaches are expected to operate at severely congested levels even in absence of</p> |

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| | | <p>A single lane of traffic on the loop road means that one double parked car can cause delay.</p> <p>Construction trucks will be a truck every 8 minutes.</p> | | <p>the Cornell project unless changes are made to the intersection. The additional Cornell traffic is expected to exacerbate this congestion and therefore is identified in the DEIS as causing a significant adverse traffic impacts. Cornell will focus on these intersections when working with NYCDOT to identify additional measures that may be feasible at this and other locations to help reduce projected delays, including focusing on mitigations at the 36th Street/Vernon Boulevard intersection.</p> <p>The loop road currently operates with a single moving lane of traffic. The proposed changes would not reduce available space for traffic but would actually increase the width of the road by approximately 10'. We will also add a bike lane, sidewalk, and landscaping, and bring the road up to current standards.</p> <p>During peak construction in the 3rd quarter of 2015 when an average of 67 daily truck deliveries were estimated, it is correct that there would be on average approximately one truck delivery every 8 minutes. However, as shown in Table 20-3 on page 20-12, the average daily truck deliveries during Phase 1 and Phase 2 construction</p> |

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| | | There should be enough Red Bus service to accommodate those with strollers, disabled, etc. | | were estimated at 37 and 21, respectively, which would be substantially less than what may be experienced during the peak quarter of construction. Increased Red Bus service has been identified as a mitigation to accommodate the projected future demand (see Chapter 22, "Mitigation"). |
| 17. | EIS – Community Facilities | <p>DEIS (4-2) does not consider impacts of three new buildings to be constructed at Southtown</p> <p>Cornell must contribute to the Public Service Department in order to adequately increase the manpower that will be needed for maintaining security and safety for new residents and its facilities (referring to DEIS 4-4)</p> <p>DEIS (4-6) does not adequately consider that no district school on island can turn away a child who lives in the zone for the school</p> | <p>Joyce Mincheff</p> <p>Joyce Mincheff</p> <p>Joyce Mincheff</p> | <p>The three new buildings that will be constructed in Southtown are accounted for in the relevant sections of the DEIS in the No Action condition.</p> <p>Cornell will have a security department that will work cooperatively with the Public Service Department and NYPD. As described in the DEIS, the proposed project does not meet the <i>CEQR Technical Manual</i> threshold for an analysis of police and fire protection services.</p> <p>As explained in the Community Facilities analysis in the DEIS, the schools analysis has been prepared in accordance with the guidelines of the <i>CEQR Technical Manual</i>. Under existing conditions, the Roosevelt Island school has a surplus of 241 seats. Future development of 540 residential units</p> |

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| | | | | <p>in Southtown would add approximately 65 new students, based on the student generation rates found in the <i>CEQR Technical Manual</i>. The proposed project would also be expected to introduce a total of 65 elementary and intermediate school students. Thus, the Roosevelt Island school would be expected to be able to accommodate all currently anticipated development on the Island.</p> <p>The schools analysis in Chapter 4, "Community Facilities and Services," utilized the most recent data and information that was available at the time that the DEIS was certified, in accordance with the CEQR Technical Manual. The schools analysis will be updated with DOE's 2011-2012 enrollment figures when the Final EIS (FEIS) is prepared.</p> |
| 18. | EIS – Hazardous Materials | DEIS (10-2): What is the depth and breadth of the ash at the project site, and how will Cornell deal with it? | Joyce Mincheff | Per the July 2011 "Subsurface (Phase II) Investigation", the top 2 to 10 feet below grade throughout the project site consisted of fill materials (generally sand with silt, gravel, brick, glass, coal, metal, plant roots and/or mica fragments). No layer of ash was encountered. |

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| | | No hazardous materials should be transported on main street (only barge) | | To the extent that trucks are used either to bring in hazardous materials (e.g., fuels) or take out hazardous materials (e.g., asbestos removed prior to demolition or petroleum contaminated soil during tank removal or subsequent excavation), it would only be performed in strict accordance with the RAP/CHASP (e.g., covering of trucks containing soil) and applicable regulatory requirements, including those relating to state waste transporter permits and state/federal placarding rules. |
| 19. | EIS – Natural Resources | Cornell should revisit the site in the spring during the bird nesting period in order to accurately determine which birds are present (beyond “disturbance tolerant” species); include black crowned night heron, great egrets, peregrine falcons; also migratory fish; should maintain safe north-south corridor during all phases of project; should use natural methods of pest control | Monica Dow | <p>As described in Chapter 9, "Natural Resources," of the DEIS, the project site offers some limited habitat to wildlife, including nesting birds. Because the available terrestrial habitat comprises buildings surrounded by manicured lawn and shade trees, it is possible to accurately determine the bird species with the potential to nest on the site on the basis of the existing habitat observed during the fall reconnaissance without surveying the bird species present during the breeding season.</p> <p>Chapter 9 does account for use of the site as a stopover location during the spring and fall migratory periods and describes species expected to be found in the study area during</p> |

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| | | | | <p>those periods (see page 9-13).</p> <p>The proposed project would not include any in-water work, and therefore, would not affect any migratory fish present in the East River. Cornell will consider use of natural methods of pest control in the management of the landscaped areas.</p> |
| 20. | EIS – Energy | <p>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?</p> <p>Why is the DEIS silent on: 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? Energy related strategic initiatives of the island WIRE buildings, particularly the potential conversion from electric heat to low temperature hydronic heat? The continuing steam needs of Coler Hospital?</p> | David Evans (RIRA) | <p>Cornell is committed to an energy efficient campus and is implementing or contemplating a number of renewable energy options as well as efficient on-site energy systems, which could include distributed generation and combined heat and power (CHP) systems, as explained in Chapter 13, “Energy.” As an efficient means to provide energy for the project, natural gas-fueled CHP is consistent with the energy and GHG emission reduction goals of PlaNYC.</p> <p>The commenter mentions a number of Island-wide energy-related initiatives. The items the commenter mentions are separate from the Cornell project and accordingly are not relevant to the analysis of the project's potential to result in significant adverse energy impacts as the focus of the analysis is on the incremental energy demands of the project. However, development of the</p> |

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| | | <p>The potential decommissioning of the Goldwater Steam Plant and its alternative uses for Cornell NYC Tech (and the Island?)?</p> <p>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?</p> <p>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?</p> <p>Will geothermal wells be closed loop? This would be less efficient and cost 30% more; how many trucks will be used to drill 400 wells? Could the drilling take place at the same time in order to reduce</p> | <p>April Ward</p> | <p>campus and Cornell's commitment to maximizing energy efficiency and using renewable energy generated onsite is consistent with the goals of these other initiatives and would not preclude the energy related strategic initiatives of the island WIRE buildings, Coler Hospital's continuing use of steam, or the implementation of an energy plan for the Island.</p> <p>Cornell has already begun to participate in Island-wide conversations concerning energy and will continue to do so.</p> <p>The plan for geothermal wells is still being developed. Preliminary results from limited on-site testing suggest that open loop wells are not feasible on this site, due to a combination of environmental, geological</p> |

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| | | <p>the amount of noise over time?</p> <p>What are the noise levels associated with construction of the geothermal wells?</p> | <p>Ellen Polivy, Joyce Mincheff</p> | <p>and regulatory issues, however we will continue to explore options for open and closed loop systems. The number of wells is also yet to be determined; it will depend on the result of future testing. The DEIS assesses the impact of 400 wells, which is a conservative assumption. Chapter 20, Construction, assumes that two wells would be drilled at a time with each well requiring 1 to 2 trucks. Each well would take approximately three days to complete: one day for site set-up, one day for drilling, and one day to insert and grout the closed loop piping. See DEIS page 20-9.</p> <p>Chapter 20, "Construction" includes an assessment of noise resulting from construction of the proposed project and accounts for noise sources from on-site construction activities including construction activities associated with the geothermal wells. Activity related to drilling these wells is included as part of the overall analysis. As noted in the DEIS, no significant adverse noise impacts are expected to occur from on-site construction activities during construction of Phase 1, although the DEIS does acknowledge that noise level increases from on-site activities would be perceptible and intrusive at times.</p> |

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| | | <p>Where will these wells go?</p> <p>Is a co-generation plant planned for the site?</p> | Mark Lyon | <p>The DEIS does identify the potential for a significant adverse noise impact from on-site construction activities during construction of Phase 2 of the proposed project.</p> <p>The wells that would be built as part of Phase 1 would be located under the Central Open Space and would not interfere with the use of the Central Open Space.</p> <p>The DEIS conservatively accounts for a Combined Heat and Power plant (CHP plant), in the event that Cornell decides to build one in the future. At the present time, Cornell does not have a plan to build a CHP plant, but continues to study it as a possible option.</p> |
| 21. | EIS – Mitigation | <p>The mitigation Chapter requires more detail information in relation to cost, resource of the budget and who will implement these recommended mitigations.</p> <p>What will be the solution for the unmitigated areas? The DEIS /EIS should have solutions for all the</p> | Theresa M (engineer) | <p>The responsibility for the implementation and cost of mitigation will depend on the nature of the mitigation. For example, DOT would oversee the implementation of mitigation such as signal timing. As another example, Cornell would be responsible for the cost of any traffic signals required as part of mitigation.</p> <p>As with many major projects subject to CEQR, there is the potential for significant impacts that cannot be readily mitigated.</p> |

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| | | problems including the unmitigated areas and should identify clearly that the Science Center Project will take care of the implementations of these proposed solutions. | | Cornell is working with the appropriate agencies to evaluate potential measures to mitigate the identified impacts to the extent practicable. |
| 22. | EIS – Urban Design | Concerned: That the Queensboro Bridge will become a dividing line between the new Campus and the community - Roosevelt Island is too small to be divided. That construction will spread north of the Q Bridge greatly impacting the quality of life on the Island. | Leila Vujosevic (RICC, Roosevelt Island Explorers) | Chapter 8, Urban Design and Visual Resources, provides an assessment of the project’s potential to affect urban design and visual resources. The site plan is designed to provide multiple connections between the campus and the community. More than 20% of the campus will be open space – fully accessible to the community – with a central pedestrian spine and a large open space facing the river and midtown views. The improved perimeter roadway will include public sidewalks and a new bike lane, providing additional quality connections to the parks at the south end of the island. In addition to these physical improvements, public programs will be hosted on the campus, further connecting Cornell with the Roosevelt Island community. |
| 23. | EIS – General | DEIS ignores needs of community in construction of campus | Judy Buck (RICC) | The <i>CEQR Technical Manual</i> and DEIS do use language that can be considered dry and impersonal. However, the DEIS does provide a full and comprehensive examination of the potential environmental effects on population |

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| | | <p>Table 11-5 of DEIS does not discuss water use for air conditioning; incomplete information in EIS on sewers and student counts</p> <p>Need to see the revised impact analysis on the ground transportation and noise that accounts for barging</p> <p>Should ensure no air quality impacts on children; should ensure helix is not damaged; already too many cars in Motorgate</p> | <p>Mark Lyon (RIRA, RICC)</p> <p>Theresa M (engineer)</p> <p>Susy del Campo</p> | <p>located near the project site, which includes the island’s residents, its worker population, and its open space users.</p> <p>Table 11-5 provides estimates of water consumption for the 2038 analysis year consistent with rates from Table 13-2, “Water Usage and Sewage Generation Rates for Use in Impact Assessment,” of the 2012 <i>CEQR Technical Manual</i>. That table provides one rate for residential use, which is 100 gpd/person. Residential air conditioning use is included in the overall rate.</p> <p>The FEIS will be updated with an assessment of potential impacts from barging to the extent that barging is considered feasible and that details are known.</p> <p>The DEIS provides an analysis of the potential for the project to result in air quality impacts from both stationary and mobile sources. As detailed in Chapter 15, “Air Quality,” which examines the potential impacts from operation of the project, and Chapter 20, Construction,” which examines potential impacts from construction of the project, the project would not result in air quality impacts during either construction or operation. As further discussed in Chapter</p> |

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| | | <p>Concerned about noise from buses, trucks, and students</p> <p>Concerned about noise from ambulances, fire trucks, and police cars near bridge</p> | <p>Janet Zarish</p> <p>Joan Robbins</p> | <p>18, “Public Health,” the project would not adversely affect public health.</p> <p>(Helix and Motorgate issues are addressed above.)</p> <p>Chapter 17, “Noise,” provides an analysis of the project's potential to result in noise impacts from mobile sources (vehicles). As detailed in that chapter, the project would not result in impacts related to mobile sources of noise except during the construction period, as detailed in Chapter 20, “Construction.”</p> <p>Noise levels from the campus’s students are expected to be the same as any residential population.</p> <p>The proposed project is an applied sciences campus and would not require an excessive amount of emergency vehicles. The level of emergency service vehicles is not expected to be greater than what is needed at the Goldwater Hospital site today.</p> |
| Zoning | | | | |
| 24. | Zoning – Public Access | Make sure that whatever space in the site is open to the public in perpetuity. | Ellen Polivy | The zoning will require that a minimum of 20% of the development site (approximately |

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| | Areas | <p>Request that the campus will not be closed to those who are not students or workers, and that restaurants/retail will remain open to the public</p> <p>Shouldn't be able to fence off campus</p> <p>Campus should be accessible to public</p> <p>Why is the area outside the site being rezoned?</p> <p>Why does the zoning text exempt the property from Article VI, Chapter 2</p> | <p>Theresa M (engineer)</p> <p>Judith</p> <p>Leila Vujosevic (RICC)</p> <p>Mark Lyon (RIRA, RICC)</p> | <p>108,000 sf) be improved and maintained as publicly accessible open space. Because it is part of the zoning text, this obligation will last in perpetuity. The open space will not be fenced off, and will not be allowed to be fenced off under zoning. Retail establishments and commercial restaurants included in the campus will remain open to the public.</p> <p>The zoning text would not change operations or hours of the promenade or RIOC's control at all. Cornell would not have any ownership or control of the road, promenade or waterfront. The only purpose of the zoning text is to address what could happen to the waterfront area once RIOC's lease ends, whether in 2068 or at some other date. Our intention in including the waterfront in the Special District was to ensure that the property be maintained solely as open space for all to enjoy in the future. In the absence of the zoning map amendment, there is a chance that zoning would allow some development in the waterfront area in the future.</p> <p>Article VI, Chapter 2 of the Zoning Resolution would allow for some</p> |

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| | | <p>(Special Regulations Applying in the Waterfront Area and the Waterfront Access Plan)?</p> <p>Why is moveable seating preferred over</p> | | <p>development of the waterfront areas and would require <u>less</u> open space area than that proposed by Cornell (i.e., at most 20% of the total land area of the waterfront area and the development site, as opposed to all of the waterfront areas and an additional 20% of the development site as proposed by Cornell). The substantial increase in the overall amount of required open space is a significant benefit. In addition, Article VI, Chapter 2 imposes a detailed set of design requirements that are inconsistent with the existing promenade.</p> <p>In addition to requiring that all of the waterfront areas remain open in perpetuity, the proposed zoning text establishes a special district that mandates a variety of additional public access requirements and view corridors that complement the unique configuration of the development site and Cornell's master campus plan. These features include a Central Open Area, a North-South Connection, and a Waterfront Connection Corridor on the development site, and public access to the promenade to the east and west of the development site will be maintained.</p> <p>The zoning text provides for a variety of</p> |

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| | | <p>fixed seating in public areas? Moveable chairs could be stolen</p> <p>Map 2 of the zoning text only provides on open space of at least 20' in width and a long, narrow diagonal walkway. Why are the remainder of walkways and open areas – including the routes crossing the campus from north to south – omitted from the publicly accessible spaces?</p> | | <p>seating types: required seating types may be moveable seating, fixed individual seats, fixed benches with or without backs, and design-feature seating such as seat walls, planter edges or steps. Moveable tables and chairs are the most flexible form of social seating and would help allow for different uses in the central gathering spaces on campus.</p> <p>This comment is not accurate. The zoning requires that more than 108,000 sf of the development site be dedicated to publicly accessible space, and the required elements have required dimensions of more than 20 feet. For example, the zoning text provides for a Central Open Area of at least 30,000 square feet, with a minimum dimension of 150 feet along the West Loop Road. The North-South Connection must have a minimum width of 50 feet, and the Waterfront Connection Corridor must have a minimum width of 30 feet. The zoning text also allows for “supplemental public access areas,” and Cornell plans to make some portion of these additional walkways and open areas publicly accessible open spaces. The reference to “20 feet” in the text is to make sure that no open space on the development site having a dimension of less</p> |

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| | | <p>Why is the “waterfront connection corridor” counted as open space when it is merely a visual design element and not a path that allows unobstructed physical access?</p> <p>Privately Owned Public Spaces generally have 24 hour access – why should the public space on the campus be limited to certain hours?</p> <p>Concerned whether open spaces will be publicly accessible, and whether portion of waterfront connection will be enclosed</p> | | <p>than this amount would count towards the publicly accessible open space requirement.</p> <p>The Waterfront Connection Corridor will have unobstructed physical access.</p> <p>The public access area hours in the zoning text (open daily from 6am to 10pm between April 15th and October 31st and from 7am to 8pm for the remainder of the year) are the hours that apply to waterfront access areas under Article VI, Chapter 2 and accordingly are proposed for the development site given its proximity to the river on two sides. Hours of operation are included in the Zoning Resolution in virtually all cases where publicly accessible open space is required for development, as opposed to public plazas generating a floor area bonus. The reason for having stated public access hours is that there is a benefit to having hours of operation to control noise and promote a secure campus.</p> <p>A maximum of 20% of the required open space may be covered, and some of this space could be located within buildings,</p> |

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| | | | | provided that the space remains open and publicly accessible, and complies with the minimum height and other design requirements applicable to public access areas. |
| 25. | Zoning – Access | Roads into campus must be wide enough to allow truck deliveries | Judith | Trucks will have sufficient space at specified service entry points to pull off the road to make their deliveries. |
| 26. | Zoning – Parking | Should require specific number of parking spaces | Lynne Shinozaki | The current zoning regulations require 550 parking spaces and permit over 2,000 spaces; new regulations would limit parking to 500 spaces. It is our goal to minimize traffic on the island and promote environmental sustainability and the use of public transit, We believe strongly that by not overbuilding the number of parking spaces, we will discourage vehicular traffic to the campus. |
| 27. | Zoning – Uses | Is there ever a plan for factories by the waterfront? What kind of academic research and what kinds of business will be here? | Ellen Polivy Ellen Polivy | The proposed zoning will not allow for factories. There is no plan for this use. Because this is a tech campus, the research will be around data, software, and related hardware such as robotics and basic electronics. The businesses interested in locating on the campus are ones that will benefit from collaboration with the campus in these areas, either in the tech sector or in |

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| | | <p>Are there limits to "retail use"? Should limit commercial space to a certain overall percentage of floor area to prevent construction of shopping mall</p> <p>What is meant by "corporate co-location" use?</p> <p>Concerned that the new site will become a business district</p> | <p>Nick Viest, Lynne Shinozaki</p> <p>Nick Viest</p> <p>Leila Vujosevic (RICC)</p> | <p>related industries.</p> <p>Cornell's lease with the City will require that uses on the campus be associated with or ancillary to its core missions and would not allow for a shopping mall.</p> <p>The first phase of the campus likely will include 100,000 square feet of corporate co-location space. The campus is designed to directly connect academic research with industry. The corporate co-location buildings will provide space for private companies, start-ups, entrepreneurs and other tech-related organizations that want to be located on campus with close access to the Cornell Tech students and faculty. Under our lease with the city, we are required to develop an academic campus including at least 620,000 sf of academic space, which will prevent the site from becoming a business district.</p> |
| 28. | Zoning – Height | What datum is the 320-foot height of the residential building measured from, and is it the same as the datum for the 29 story building that Hudson/Related is planning. | Rose Jeff | The 320' starts at the established zoning datum for the site which is set at elevation +19'. As a comparison, existing elevations across the site range from about elevation 10.5' to 24.0'. |
| 29. | Zoning – Future | Zoning text should be more specific and protect residents' ability to influence | Leila Vujosevic (RICC) | Under our lease with the City, we will be required to develop an applied science |

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| | Development | <p>future development</p> <p>Should require that zoning changes specific to Cornell plan, and if deal falls through should revert to previous zoning</p> | Lynne Shinozaki | <p>campus of at least 1.8 million square feet over the next 25 years, including a minimum of 620,000 square feet of academic space. The lease will also prohibit uses unrelated to the mission of the campus, such as big box retail. In order to change any of the material terms of the lease, that lease or an amended lease would require its own review and approval pursuant to City Charter Section 384(b)(4). If a new lease was granted for a substantially different program, then a reopening of the environmental record would be required as part of that process.</p> |