



CITY PLANNING COMMISSION

March 20, 2013, Calendar No. 10

N 130077 ZRM

IN THE MATTER OF an application submitted by Cornell University and NYC Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Resolution of the City of New York, creating a new special district as Article XIII, Chapter 3 (Special Southern Roosevelt Island District) for the Cornell NYCTech proposal, Borough of Manhattan, Community District 8.

This application for a zoning text amendment was filed by Cornell University (Cornell) and the New York City Economic Development Corporation (EDC) on September 24, 2012 to facilitate the development of a 2.1 million square foot academic and commercial research campus on the southern part of Roosevelt Island. The program for the proposed development is expected to include classroom space as well as office, retail, residential, utility, and hotel use. The project would also allow for 2.5 acres of publicly-accessible open space.

RELATED ACTIONS

In addition to the zoning text amendment which is the subject of this report, implementation of the proposed project also requires action by the City Planning Commission on the following applications, which are being considered concurrently with this application:

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| C 130007 MMM | A proposed amendment to the City Map involving the establishment of a 50-foot right-of-way encircling the campus. |
| C 130076 ZMM | A proposed amendment to the Zoning Map, Section Nos. 8d and 9b, changing from an R7-2 District to a C4-5 District and establishing a Special Southern Roosevelt Island District. |
| C 130078 PPM | Disposition of city-owned property (Block 1373, Lot 20 and part of 1) by the New York City Department of Citywide Administrative Services (DCAS) to the New York City Land Development Corporation (LDC). |

Introduction

The applicants (Cornell, EDC and DCAS) request four actions to facilitate the construction of a new applied sciences and engineering campus for Cornell. The proposed school is being developed in partnership with Technion University - Israel Institute of Technology (Technion)- on Roosevelt Island. The four actions are: 1) text amendment to establish the Special Southern Roosevelt Island District, 2) zoning map amendment to rezone the site from R7-2 to C4-5, 3) amendment to the city map establishing a new street that would circumscribe the campus, and 4) disposition of city owned property.

The proposed campus would be built in two phases over 20 years and result in the development of approximately 2.13 million square feet (sf), including academic teaching and research space; residential units for Cornell leadership, faculty, post-doctoral fellows, Ph.D. candidates, and master's degree students; partner research and development space; an academic-oriented hotel with conference facilities; and commercial office space geared towards fostering commercial innovation and interaction between the academic community and local businesses and start ups. Campus-oriented retail would be provided within this program, and the proposed project would also result in a minimum of 2.5 acres of new publicly accessible open space as well as up to 500 parking spaces. The project would upgrade an existing loop road around the campus, establish it as a mapped street and rename the four campus bounding sections of mapped street "North Loop Road", "South Loop Road", "East Loop Road", and "West Loop Road". The streets to the north of the campus that link to Main Street would be named "East Main Street" and "West Main Street".

Background

The applicants' proposal is the result of the City's efforts to facilitate the development of a new, world-class applied sciences and engineering campus in New York City. Through the City's 2010 Applied Sciences NYC initiative, City-owned land and up to \$100 million in capital was offered as part of a competitive process aimed at attracting academic institutions from around the world. The initiative sought to maintain and increase New York City's global competitiveness, diversify the City's economy, drive economic growth and create jobs for New Yorkers. After

receiving serious proposals from several leading academic institutions, Cornell, teaming with Technion, was selected to develop the campus on Roosevelt Island, on the site of the existing Goldwater Specialty Hospital and Nursing Facility (Goldwater Hospital).

Roosevelt Island contains approximately 147 acres of land area and is located in the East River between Manhattan and Queens. It is approximately 2 miles long and 800 feet at its widest. It stretches from East 46th to East 85th streets when measured against Manhattan's street grid and is in Manhattan Community Board 8. The proposed site for the campus is on the southern part currently occupied by the Goldwater Hospital which is run by the NYC Health and Hospitals Corporation (HHC). Roosevelt Island has long been used for institutional uses, and residential uses were introduced beginning in the mid-1970s with the Northtown development just north of where the Edward I. Koch (Queensboro) Bridge crosses the island. In subsequent years additional developments have been built (all north of the Koch Bridge) and currently there are approximately 5,000 units on the island housing approximately 12,000 residents. Other major non-residential developments include a 1,500 space parking garage on the northeastern part of the island called the Motorgate and the Bird S. Coler Hospital which operates on the northern tip. The island also has a mix of retail uses, schools and churches. It is accessible via the F-train subway, the Roosevelt Island Tram to and from Manhattan, and also by the Roosevelt Island Bridge to Queens, which is only route for vehicles on and off the island. Public transportation on the island itself includes a Roosevelt Island-specific bus service called the Red Bus and the Metropolitan Transit Authority (MTA) Q102 bus, both of which traverse the main road (Main Street) that runs up the island's spine.

The residential portions of the island and its open spaces are managed by the Roosevelt Island Operating Corporation (RIOC), a state entity with a long term lease from the City that runs until 2068. Roosevelt Island is zoned R7-2 which permits residential FAR up to 3.44 and a community facility FAR of 6.5. The state can override this zoning on the portions of the island that are under the long-term lease which includes the residential portions. The City provides some municipal services, such as schools and emergency response, and the MTA is responsible for the subway station on the island, and the bus service to Queens. RIOC is responsible for other municipal services, including the Red Bus and island security.

The campus is proposed to be located on an approximately 12.4 acre portion of the southern part of the island (the “project site”). A majority of the proposed project site (9.98 acres) is owned by the City and is currently occupied by Goldwater Hospital. The remaining portion of the project site (2.51 acres) contains open space, surface parking and a recreation center, and is owned by the City but under the lease with RIOC. The entirety of project site is approximately 1,305 feet north-to-south and approximately 448 feet east-to-west, at its widest point. The distance of the project site from the nearest residential development on the island is 550 feet (from the Southtown development) and the project site is approximately 265 feet from the Koch Bridge. The site is circumscribed by a one-way, 22-foot-wide, loop road that connects to Main Street to the north and accesses the 6.68 acre South Point Park and the 4.0 acre Four Freedoms Park to the south. A publicly accessible waterfront esplanade connecting much of Roosevelt Island’s waterfront, including a walking path, seating areas and mature trees is located to the west and east of the road and is administered by RIOC.

Goldwater Hospital is operated by the HHC. It is part of the Coler-Goldwater Specialty Hospital and Nursing Facility operated by the New York City Health and Hospitals Corporation (HHC) which his composed of Goldwater Hospital and Coler Hospital. It was constructed in 1939 and because of its aged physical plant presents particularly significant operating costs challenges, as well as limitations to providing patient-centered long term care under current regulatory standards. As of the beginning of March 2013, approximately 492 individuals were receiving skilled nursing home care and approximately 282 individuals are receiving long term acute hospital care at Goldwater Hospital.

The HHC had been planning on relocating the operations of the hospital since 2007 and the existing facility will close in late 2013 with existing residents being transferred to new facilities.

HHC's plan, which was approved by the New York State Department of Health in 2010, is to maintain operations of a 815-bed Skilled Nursing Facility at Coler Hospital and relocate its Goldwater operations to a new Skilled Nursing Facility (SNF) and Long Term Acute Care Hospital (LTACH) in Harlem on the site of the former North General Hospital at East 122nd Street and Madison Avenue. The "new" Goldwater Hospital (officially re-named the Henry J.

Carter Specialty Hospital and Nursing Facility) will be comprised of 164 SNF beds and 210 LTACH beds. This new facility is under construction and will be ready for occupancy by the late fall of 2013.

HHC has also partnered with an experienced developer of affordable housing for disabled individuals and seniors to construct 175 units of housing for current Goldwater Hospital SNF patients, who will be ready for discharge and in need of affordable and wheel-chair accessible housing. This housing will be built on HHC's Metropolitan Hospital's campus at East 99th Street and Second Avenue. The East 99th Street housing development will not be completed and ready for occupancy until October 2014. Given the nearly year-long gap between when the building will be ready and when it is needed, HHC is in discussions with New York State to obtain approval to temporarily increase capacity at Coler Hospital to accommodate up to 175 patients from Goldwater Hospital who will continue to receive nursing home care as they are being prepared for discharge and tenancy at the East 99th Street development. In addition eligible Coler-Goldwater patients have been provided housing in NYCHA units. HHC has stated that the entire plan for relocation of facilities and residents is on track.

Proposed Project

Cornell, together with Technion, is proposing to build a new 2.13 million square foot applied sciences campus in two phases over the next 20 years. The proposed project would consist of ten buildings of various sizes and shapes framed by open spaces, pedestrian pathways and the loop road. The uses included would predominantly consist of academic uses, “corporate-co location” uses (which consist of office space leased to companies who wish to work closely with the faculty and students to promote applied science research), a conference facility and hotel, residential uses and accessory retail. The applicants have stated that the campus will function as a place where academic and industry and come together and collaborate on the research and development necessary for the creation and refinement of technology products. The applicants note that research and education will focus specifically on technology in areas that have commercial potential for New York City markets, and the results of such research will benefit some of New York City’s more established markets such as media, fashion and finance.

The applicant has stated that flexibility and predictability, as restated in the proposed zoning map and text amendments, are both important for the construction of the campus. Modern academic institutions require large flexible floorplates for several reasons: the co-location of classrooms and research facilities need minimal internal congestion and larger floorplated buildings put less pressure on elevators and so reduce elevator queues. Especially for this campus, the applicant has stated that interaction between the academics and the corporate partners is a key component and that corporate partners must have state-of-the-art, Class A office space in which to operate. The applicant also points out that there might be profound changes over the next generation in the fast changing fields of applied sciences and engineering (not to mention the changes in the intersection of these fields with academia and business) that cannot be predicted.

General Campus Design

The general plan for the campus entails commencing construction in the northwest of the project site which is closest to the existing transportation on the Island, specifically, the F-subway and the Tram. The buildings are proposed to be of varying height and footprints and would be organized along, and be accessed from, a central pedestrian spine (the “North-South Connection”). Open spaces and corridors would also extend from the loop roads to the North-South Connection and help to draw people into the center of the campus.

Sustainability

Cornell has set several goals regarding the sustainability of the campus: It proposes to achieve a minimum of LEED[®] Silver certification for all project buildings. It also proposed to construct an array of photovoltaic panels on the north side of the campus to generate energy, construct on-site utility buildings that would provide space for incoming utility services, and may also include equipment to supply power, chilled water, and heat to portions of the campus. It would also create a system of geothermal wells, and follow strict energy targets for campus buildings operations. Also, the Phase 1 Academic Building (described later in detail) is proposed to achieve net-zero energy consumption, which means that the campus collectively would generate

the electricity, heat, and chilled water that would offset the energy use of that building on an annual basis.

The Campus Program

The campus is proposed to be built out over 20 years time and the proposal would be to complete four buildings on the northern side of the site, which would constitute the Phase 1 (2018) and six buildings on the south side which would constitute Phase 2 (2038). Applicants have stated that this program may change as the campus is constructed. The following charts indicate the program for the two phases:

Phase 1 (2018)

Use	Size
Academic/Research	200,000-gsf
Residential	300,000-gsf
Residential Units (Total)	442 units (total)
Faculty Housing	271 units
Student Housing	171 units
Partner corporate co-location and R&D	100,000-gsf
Executive Education Center/ Hotel & campus oriented retail (Total)	170,000-gsf
Central Utility Plant	20,000-gsf
Parking	250 spaces
Total	790,000-gsf (approx.)

Phase 2 (2038)
(use totals are cumulative Phase 1 + Phase 2)

Use	Size
Academic/Research	620,000-gsf
Residential	800,000-gsf
Residential Units (Total)	1,094 units (total)
Faculty Housing	798 units
Student Housing	296 units
Partner corporate co-location and R&D	500,000-gsf
Executive Education Center/ Hotel and campus oriented retail (Total)	170,000-gsf
Central Utility Plant	40,000-gsf
Parking	500 spaces
Total	2,130,000-gsf (approx)

Proposed Buildings:

1. Academic buildings: One academic building is proposed for Phase 1 and two for the Phase 2. The Phase 1 building would contain approximately 150,000 sf and the other two would approximately contain a combined 470,000 sf. The Phase 1 building buildings as well as the other academic buildings are proposed to accommodate classrooms, faculty and staff offices, research space for faculty and scientists, and space for commercial activities, from student projects to corporate-sponsored research. Ancillary space would also be provided for exhibits, interactive and social gatherings, cafés, and other amenities as well as meeting space for the adjacent conference center. Within the academic research space, there would be “incubator space”, with services and facilities that would support start-up businesses; “accelerator space”, where partnerships would be made between local accelerators (generally, small incubators that are privately funded and focused on technology) and entrepreneurs; and “demonstration space”, with areas for venture capitalists, corporate partners, faculty, and students to come together to view and discuss new business and products. The Phase 1 Academic Building, which is currently being designed, would be located at the heart of the campus and is intended to establish programmatic connections

between academic and other uses on the campus, including the open space. The building would rise to four stories (about 70 feet) and the roof would be designed to support an expansive electricity-generating photovoltaic array that would extend over portions of the open spaces. While the building would include classrooms, much of the floor area would be devoted to workspace where students and corporate partners could work together.

2. Corporate co-location buildings: One corporate co-location building is proposed for the Phase 1 and two for Phase 2. The Phase 1 building would contain approximately 150,000 sf and the two in the Phase 2 would total approximately 350,000 sf. They would be flexible Class A office buildings geared towards fostering commercial innovation and interaction between the Cornell and Technion academic community and local business and start-ups. There would be a mixture of office, labs, and academic space, designed to attract businesses that have a strong research and development component or businesses whose work is in the same fields as the applied science disciplines that will be taught on the campus. The buildings would provide building infrastructure geared toward a wide range of technology-related companies, including: state-of-the-art base building telecommunications systems, relatively high electrical demand loads, emergency generators, and redundant systems. Tenant spaces would be flexible to meet a full range of space needs, from private offices to open work areas, while allowing companies to grow and expand within the building if possible. The Phase 1 co-location building is expected to have approximately 50,000 sf for classroom and academic space and 100,000 sf for Use Group 6 offices, with the possibility of some Use Group 17B research laboratories.
3. Executive education center: An executive education center containing approximately 170,000 sf is proposed for Phase 1. This facility would consist of approximately 25,000 sf of conference center facilities and 200-225 hotel rooms. It would be a full-service conference center with an academic orientation and would serve as a focal point for bringing the academic community together with the larger technology sector and business community. Its meeting spaces would accommodate academic conferences, workshops, investor presentations and social gatherings of all kinds. Executive education, both degree-granting and non-degree, in applied science fields and conferences sponsored by or relevant to the

corporate partners that will be on the campus, will also be a key component of the facility's conference center.

4. Residential buildings: One residential building is proposed in Phase 1 which would contain approximately 300,000 sf of floor area and 442 units, and two residential buildings are proposed in Phase 2 which would contain a total of approximately 500,000 sf of floor area and 652 units. These buildings would house campus leadership, faculty and students. The residential units would consist of a mix of studio, one-bedroom, and two-bedroom units.
5. Cogeneration Utility: There is one cogeneration plant proposed for each phase. These facilities would provide on-site electrical power generation and would contain approximately 20,000 square feet of floor area each.

In addition, there would also be a modest amount of campus-oriented retail uses including restaurants, cafés, newsstands, and bookstore.

Site Plan and Open Space:

While the applicant believes the specific location, size, and scale of buildings will evolve over time as the specific space needs of the campus materialize, the proposal seeks to organize the site plan around a variety of open space typologies that would facilitate circulation through and across the campus, invite public users into the site, and capitalize on views to the east and west.

In total, the applicant proposes a minimum of 2.5 acres of publically accessible space on the development parcel. The open space would consist of a north-south connection, and east-west connection, and a central open area. The central open area would be at least 33,000 sf with a large lawn for active and passive uses as well as seating, tables and chairs near the space's access points. The north-south connection would be at least 50 feet wide, run north to south, and act as the pedestrian spine of the campus with seating located at its entrances. The waterfront connection corridor would be a path connecting the East Loop Road with the West Loop Road or the central open area and be at least 30 feet wide.

Requested Actions:

The applicant requests four actions to facilitate the proposal:

1. Zoning Text Amendment (N 130077 ZRM):

The applicants are proposing a zoning text amendment that would create a new special district called the “Special Southern Roosevelt Island District” (SSRID). Given the expected changes over the next generation in the fast changing fields of applied sciences and engineering (not to mention the changes in the intersection of these fields with academia and business) flexibility to modify the buildings and the site plan is needed. The new special district is written to give the applicants this flexibility as well as predictability while still keeping specified bulk controls to ensure that the campus would be built within an appropriate envelope. The text’s stated goals are: to help develop the academic and research campus, to allow a mix of uses, to help to create a network of open spaces and to strengthening the connection between the eastern and western shore of the island.

The text would have its own unique set of regulations, with controls affecting, among other things: lot coverage, height and setback, distance between buildings, and public access.

a. Lot Coverage

The project site is proposed to be rezoned to a C4-5 district, the underlying rules of which would impose complex lot coverage requirements on the residential portions of the campus. The proposed SSRID regulations governing lot coverage would simplify this and state minimum lot coverage percentages (for the buildings in aggregate as a percentage of the project site) at several heights. From 0 to 20 feet above base level the maximum lot coverage would be 70%, from above 20 feet to 60 feet above base level the maximum lot coverage would be 60%, from above 60 feet to 180 feet above base level the maximum lot coverage would be 45%, and for more than 180 feet above base level the maximum lot coverage would be 25%.

b. Height & Setback and Distance Between Buildings

The underlying height and setback requirements for a C4-5 district, that buildings must have an initial streetwall of no more than 60 feet or six stories and have an initial setback of 20 feet with a sky exposure plane of 2.7 to 1, would apply in the SSRID. However, in the SSRID buildings may exceed these regulations for a percentage of the length of each street line. For the northern and southern street lines (that is, the portion of the development parcel that borders the North and South Loop Roads), the height and setback limitations may be penetrated for 65% of the length of each frontage. For the eastern and western street lines (that is, the portion of the development parcel that borders the East and West Loop Roads), the height and setback limitations may be penetrated for 35% of the length of each frontage. An additional rule permits the length of each street frontage to be penetrated to be increased slightly if the lot coverage is below a certain percentage within 50 feet of that frontage's street line.

For portions of buildings that exceed the height and setback rules of the SSRID, there is a height limitation of 320 feet within 500 feet of the North Loop Road and 280 feet for the remainder of the project site. Also, above 180 feet, a single story cannot be more than 15,000 square feet and buildings cannot be less than 60 feet apart, although at levels below 180 feet the buildings may be as close as 8 feet apart. Finally, with regards to bulk controls, accessory energy generating systems are permitted obstructions without limitations.

The text contains an authorization whereby the City Planning Commission may modify the bulk regulations of the SSRID and/or the underlying zoning regulations providing that certain findings are met. These findings include:

- (a) that such modifications are necessary to achieve the programmatic requirements of the campus;
- (b) that such modifications will result in better site planning;
- (c) that such modifications will permit adequate access of light and air to surrounding public access areas, streets and properties; and

- (d) such modifications will not unduly increase the bulk of buildings in the SSRID, to the detriment of the occupants or users of the campus or the nearby blocks.

c. Public Access

At least 20% of the area of the development parcel shall be publically accessible and of that 80% shall be open to the sky. A portion that is covered must have a minimum clear height of 15 feet (although the Central Open Area rules, see below, require 30 feet). There is also a requirement of three distinct “public access areas” (PAAs): the Central Open Area, the North-South Connection and the Waterfront Connection.

Central Open Area (COA) is a contiguous open space that must front on the West Loop Road and be at least 300 feet from both the North and South Loop Roads. It also must be at least 30,000 sf. If portions are covered they must have a minimum clear height of 30 feet. A minimum of one linear foot of seating for each 100 square feet of area must also be provided in the COA (as well as tables and chairs) with 15% required to be located within 20 feet of any Loop Road and 10% required to be located within 20 feet of the North-South Connection.

North-South Connection (NSC) is a continuous pedestrian connection that must reach from within 200 feet of the North Loop Road to within 200 feet of the South Loop Road with a minimum width of 50 feet (and a 12 foot clear path). It must also have a portion that is centered on the site so that it is at least 100 feet from both the East Loop Road and the West Loop Road. There must be a connection of at least 30 feet wide to the COA and the East and West Loop Roads. At least 70% of the NSC must be open to the sky and if portions are covered they must have a minimum clear height of 15 feet. A minimum one linear foot of seating for each 150 square feet of area must also be provided in the NSC with 20 linear feet required to be located within 20 feet of the northern entrance and 20 linear feet required to be located within 20 feet of the southern entrance.

Waterfront Connection Corridor (WCC) is a connection with a minimum width of 30 feet (and a 12-foot clear path) that must be at least 300 feet from both the North and South Loop Roads and provide pedestrian access between the East Loop Road and the West Loop Road.

Other Open Space Regulations: Obstructions permitted under Zoning Resolution Section 62-611(a) (Permitted obstructions applying in the waterfront area) are permitted as well as all kiosks up to 500 square feet and open air cafes. There are also standards for the seating. At least 20% of the public access areas must be planted (with the COA having a 30% requirement), the hours of all required access areas are 6:00 am -10:00 pm between April 15th to October 31st and 7:00 am – 8:00 pm the remainder of the year and signage is required for all PAAs.

Lastly, there must be a visual corridor volume with a minimum width of 50 feet and a minimum height of 60 feet located along a line that is within 30 degrees of true east west and at least 300 feet from both the North Loop Road and the South Loop Road.

Phasing: The zoning establishes thresholds for providing certain amounts of public access area to ensure that the areas are added as the floor area is added. At least 25,000 sf of public access area must be provided before certificates of occupancy are obtained on more than 300,000 sf of floor area and at least 40,000 sf of public access area (including the COA) must be provided before certificates are obtained on more than 500,000 sf of floor area. After these amounts are attained, an additional 12,000 sf of public access area must be provided before certificates are obtained for each additional 200,000 sf of floor area.

Additionally, the COA and the NSC (between a loop road and the COA) shall be substantially completed and open to the public before certificates are obtained for more than 750,000 sf of floor area. The WCC shall be substantially completed and open to the public before certificates are obtained for more than 900,000 sf of floor area. Finally, the COA, NSC and the WCC shall be substantially completed and open to the public before certificates are obtained for more than 1,700,000 sf of floor area.

(4) Parking regulations:

The text would waive the parking regulations of Article III, Chapter 6 of the Zoning Resolution, which would not restrict the number of spaces on the project site, and in its place allow up to 500

parking spaces (although the bike parking regulations of that same Article III, Chapter 6 would still apply).

(5) Waterfront regulations:

The “waterfront” regulations (of Article VI, Chapter 2) would not apply. The proposed text would require that all the area between the shoreline and the Loop Roads would be used exclusively for recreational uses.

(6) Use regulations:

To facilitate the research and development and applied sciences aspect of the campus, the text would allow Use Group 17B “research, experimental and testing laboratories” to operate in the proposed C4-5 district and waive the provisions of the underlying zoning, which restrict the location of commercial floor area to below the lowest level of residential floor area.

2. Zoning Map Change (C 130076 ZMM)

To facilitate the proposed project, the NYC Zoning Map would be amended to change the existing R7-2 zoning to a C4-5 zone, and to establish the SSRID designation over the project site. C4 districts are typically mapped in regional commercial centers that are located outside the Central Business Districts and they have an R10 zoning district equivalent. The C4-5 zoning would maintain the same maximum permitted floor area ratios for residential (3.44) and community facility (6.5) uses as the R7-2 zoning, but would also allow for commercial uses such as research and development, retail and hotel to a maximum FAR of 3.4.

3. City Map Change (C 130007 MMM)

In order to allow for the improvement of the surrounding street network to NYC Department of Transportation (DOT) and the Fire Department of New York (FDNY) standards and facilitate

access to the campus, Cornell and EDC are proposing that a 50-foot wide street be mapped around the campus and extend to and tie into Main Street north of the Edward I. Koch Bridge.

Currently, the street that encircles the project site is not part of the City street system and is not improved up to the standards of the FDNY or the DOT. The two longer portions of the street that form the eastern and western boundaries of the hospital campus are named “East Road” and “West Road”, respectively, the street that forms the southern boundary is named “Road #3”, and the street that forms the northern boundary along with the streets that link to Main Street is unnamed.

The configuration of the mapped street would roughly follow the existing Loop Road, but would be widened inwards towards the campus to establish an adequate width and facilitate access in the southern portion of Roosevelt Island without impacting the existing waterfront esplanade areas. The cost of the upgrade of the right-of-way would be borne by Cornell.

As in the existing condition, the new street would be one-way clockwise with southbound traffic on the east side of the project site and northbound traffic on the west side. Currently, the average roadway width of the loop street that surrounds the campus is between 22 and 25 feet with 5-foot sidewalks on the inboard side. At full build, the proposed street circling the project site would be mapped with a 50-foot right-of-way, which would allow for one 32-foot roadway bed. The four campus bounding sections of street are proposed to be named “North Loop Road”, “South Loop Road”, “East Loop Road”, and “West Loop Road”. The streets to the north of the campus that link to Main Street would be named “East Main Street” and “West Main Street”.

The proposed street would be comprised of an 11-foot travel lane for vehicles, an 8-foot parking lane, a 10-foot two way bike lane separated from the travel lane by a 3-foot buffer, a 15-foot sidewalk along the campus edge, and a 3-foot sidewalk along the existing esplanade. North Loop Road, connecting East and West Main Street (one way westbound), would be 56 feet in width to account for a 9-foot sidewalk on its north side. West Main Street would be mapped as a 60-foot two-way street to allow vehicles traveling south on Main Street to access the private unmapped roadway located along the western waterfront north of West Main Street.

The mapped street would provide access to the campus's loading areas, which would be located primarily on the north side of the project site for the Phase 1 buildings and possibly on the east side for the additional buildings at full build. Drop off and pick up areas may be provided in front of the hotel and potentially at central locations serving the academic buildings.

Due to a NYC Department of Environmental Protection (DEP) pump station in the southeast corner of the site, a portion of the street would narrow from a width of 50 feet to 45 feet.

The existing esplanade is between 6 to 56 feet wide (depending on the location) and is not part of the development site. It is landscaped and provides for walkways for pedestrian access along the waterfront. It falls under the RIOC's lease with the City and is currently and into the foreseeable future will be maintained by RIOC.

The existing Q102 bus service is expected to continue its service along the new street system.

4. Disposition of City Owned Property (C 130078 PPM)

Because the campus will be located on what it currently City-owned property, the application seeks approval of the disposition of City-owned property. The requested disposition is from the City (via DCAS) to the New York Land Development Corporation which will dispose the property to EDC. The disposition will be limited to the area located inside of the proposed Loop Road system. This disposition will enable the subsequent transfer of the property to Cornell through a ground lease and possible future fee conveyance. Neither the Loop Road nor the esplanade would be part of the conveyance to Cornell.

ENVIRONMENTAL REVIEW

This application (N 130077 ZRM) in conjunction with the applications for the related actions (C 130007 MMM, C 130076 ZMM, and C 130078 PPM) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the

New York City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 12DME004M. The lead agency is the Office of the Deputy Mayor for Economic Development (ODMED). The designated CEQR number is 12DME004M.

It was determined that the proposed actions may have a significant effect on the environment. A Positive Declaration was issued on April 18, 2012, and distributed, published and filed, and the applicant was asked to prepare a Draft Generic Environmental Impact Statement (DGEIS). Together with the Positive Declaration, a Draft Scope of Work for an EIS was issued on April 18, 2012. A public scoping meeting was held on the Draft Scope of Work on May 22, 2012, and comments were accepted by the lead agency through June 8, 2012. A Final Scope of Work for an EIS, reflecting the comments made during the scoping, was issued on October 5, 2012.

The applicant prepared a DGEIS, and the lead agency issued a Notice of Completion for the DGEIS on October 10, 2012. Pursuant to SEQRA regulations and CEQR procedures, a joint public hearing was held on the DGEIS on February 6, 2013, in conjunction with the Uniform Land Use Review Procedure (ULURP) applications. A Final Generic Environmental Impact Statement (FGEIS) was completed and a Notice of Completion for the FGEIS was issued on March 8, 2013. The FEIS identified significant adverse impacts with regard to transportation, historic and cultural resources, and construction. Details on these impacts and measures to minimize or eliminate these impacts, where feasible and practicable, are described below.

Historic and Cultural Resources

The Goldwater Hospital complex has been determined eligible for listing on the State/National Registers of Historic Places. The proposed project would demolish the Goldwater Hospital complex, which would constitute a significant adverse impact on this architectural resource. Cornell is consulting with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the Landmarks Preservation Commission (LPC) regarding appropriate measures to partially mitigate the significant adverse impact. These measures, which would include preservation of the Works Progress Administration murals to the extent

practicable, are being developed and will be implemented by Cornell, as set forth in a Letter of Resolution to be signed by Cornell, OPRHP, LPC, and RIOC.

Mitigation measures include the following:

- (1) Preparation of Historic American Buildings Survey (HABS) Level II documentation of the Goldwater Hospital complex, which would include photographic documentation, historic plans, and an accompanying historical narrative.
- (2) Cornell has investigated the locations and conditions of the murals that were commissioned for Goldwater Hospital as part of the Federal Art Project (FAP) of the WPA. To date, Cornell has confirmed that four “abstraction” murals (works by Bolotowsky, Swinden, Rugolo, and Chanase) were installed in Goldwater Hospital, but that three of these have been painted over. Only Ilya Bolotowsky’s “Abstraction” has been previously conserved and is currently visible.

Cornell has also investigated four additional murals (works by Goldman, Haupt, and two by Browne) and determined that they are not present in Goldwater Hospital. These murals were identified by the New York City Public Design Commission as having been commissioned, but there is no record of their installation. The investigations, conducted by EverGreene Architectural Arts and meeting the American Institute for Conservation of Historic and Artistic Works (AIC) standards, did not confirm the presence of these four murals at Goldwater Hospital.

- a. Cornell would prepare a report on the findings of the investigations. A copy of the report shall be provided to OPRHP and LPC for review and comment.
- b. Cornell would, in consultation with OPRHP and LPC, develop and implement appropriate measures to remove and restore the four extant WPA murals to the extent practicable. Cornell would then promptly deliver all removed and restored WPA artwork to appropriate repositories, as identified in consultation with OPRHP and LPC.
- c. In consultation with OPRHP and LPC, Cornell would develop a digital media display about the murals, including information obtained through Cornell’s investigations of the murals. The digital media display shall be submitted to OPRHP and LPC at the preliminary and pre-final stages for OPRHP and LPC comment. The location and management of the digital exhibit would be established through ongoing consultation with OPRHP and LPC.

- (3) Cornell would develop and install one or more plaques or historic markers on the new academic campus that would provide information and a photograph describing and illustrating the history of the site, the Goldwater Hospital, and the WPA murals. Design for the interpretive materials shall be submitted to OPRHP and LPC at the preliminary and pre-final stages of development for OPRHP and LPC comment

Transportation – Traffic

The proposed project would result in significant adverse traffic impacts at a number of locations in the traffic study area. The overall finding of the traffic mitigation analysis is that all six intersections under the 2018 With Action condition and eight of the 11 intersections under the 2038 With Action condition that would experience impacts could be fully mitigated with readily implementable traffic improvement measures, including signal timing and phasing changes, new traffic signals, parking regulation changes to gain or widen a travel lane at key intersections, and lane restriping. One additional intersection under the 2038 With Action could be partially mitigated by adjusting the traffic signal timing. These measures represent some of the standard traffic capacity improvements that are typically implemented by the New York City Department of Transportation (NYCDOT).

In the Phase 1 - 2018 Analysis Year construction period, in the weekday AM peak hour, five of the 14 intersections studied would be impacted and could be fully mitigated; in the weekday midday peak hour, three intersections would be impacted and could be fully mitigated; and in the weekday PM peak hour, three intersections would be impacted and could be fully mitigated.

Traffic mitigation measures needed for each intersection are described below:

Roosevelt Island Bridge/36th Avenue and Vernon Boulevard

Impacts on the northbound Vernon Boulevard shared left-turn/through/right-turn lane movement would occur during the weekday AM and PM peak hours and could be mitigated by modifying the signal timing.

36th Avenue and 21st Street

Impacts on the eastbound 36th Avenue shared left-turn/through/right-turn movement would occur during the AM and midday peak hours. Impacts on the westbound 36th Avenue shared left-turn/through/right-turn movement would occur during the AM peak hour. Both conditions could be mitigated by modifying the signal timing.

Broadway and 21st Street

Impacts on the eastbound Broadway shared left-turn/through/right-turn movement would occur during the PM peak hour and in the westbound direction for the same movements during the midday and PM peak hours. Both conditions could be mitigated by modifying the signal timing.

41st Avenue and Vernon Boulevard

Impacts on the northbound Vernon Boulevard shared through/right-turn movement would occur during the PM peak hour. Impacts on the southbound Vernon Boulevard shared left-turn/through movement would occur during the AM peak hour. Both conditions could be mitigated by modifying the signal timing.

Astoria Boulevard/27th Avenue/Newtown Avenue and 21st Street

Impacts on the northbound 21st Street shared left-turn/through/right-turn movement would occur during the midday and PM peak hours. Impacts on the southbound 21st Street shared left-turn/through/right-turn movement would occur during the AM and midday peak hours. Both conditions could be mitigated by modifying the signal timing.

Hoyt Avenue South and 21st Street

Impacts on the southbound 21st Street shared left-turn/through/right-turn movement would occur during the AM peak hour and could be mitigated by modifying the signal timing and allowing through movements and left turns from the 11-foot wide exclusive left-turn lane on the eastbound approach of Hoyt Avenue South.

In the Phase 1 - 2038 Analysis Year construction period in the weekday AM peak hour, nine of the 14 intersections would be impacted, six of which could be fully mitigated, one could be partially mitigated, and two could not be mitigated; in the weekday midday peak hour, seven intersections would be impacted, five of which could be fully mitigated and two could not be mitigated; and in the weekday PM peak hour, 11 intersections would be impacted, eight of which could be fully mitigated, one could be partially mitigated, and two could not be mitigated.

Traffic mitigation measures needed for each intersection are described below:

West Road and Main Street

Impacts on the eastbound West Road shared left-turn/right-turn movement would occur during the PM peak hour and could be mitigated by installing a traffic signal. Because installing a single traffic signal would not control all the traffic movements at this triangle-shaped intersection, and it is desirable to eliminate the observed, illegal northbound movements occurring against southbound traffic on the north leg of the triangle, it is recommended to “normalize” this intersection to eliminate superfluous vehicular turning conflicts and pedestrian conflicts so that the south leg no longer carries vehicular traffic and is “pedestrianized.” This improvement would allow vehicular and pedestrian movements to occur at the intersection of West Road and Main Street and be under the control of a single new traffic signal. This would also provide unrestricted pedestrian access to the existing triangle from west of Main Street and east of West Road. It should be noted that this would divert existing trips (mainly passenger vehicles) that use the traffic triangle as a U-turn to one block south to the traffic circle at East Road; about 80 vehicles per hour in the AM peak hour and about 40 vehicles per hour in the midday and PM

peak hours would be diverted in the 2038 Full Build condition. An analysis of the Main Street at East Road/West Road traffic circle with this traffic diversion is included in the detailed level of service summary tables at the end of the chapter. The mitigation identified has been determined to be feasible.

Roosevelt Island Bridge Ramp and Main Street

Impacts on the westbound Roosevelt Island Bridge Ramp shared left-turn/right-turn movement would occur during the AM peak hour. Impacts on the northbound Main Street right-turn lane would occur during the PM peak hour. Both conditions could be mitigated by installing a traffic signal. The mitigation identified has been determined to be feasible.

Roosevelt Island Bridge/36th Avenue and Vernon Boulevard

Impacts on the eastbound Roosevelt Island Bridge shared through/right-turn movement would occur during the PM peak hour. Impacts on the northbound Vernon Boulevard shared left-turn/through/right-turn movement would occur during all peak hours. In the southbound direction of Vernon Boulevard, the shared left-turn/through/right-turn movement would experience impacts during the AM and PM peak hours. These impacts could be fully mitigated for the midday peak hour and partially mitigated for the AM and PM peak hours by modifying the traffic signal cycle from 60 seconds to 90 seconds.

36th Avenue and 21st Street

Impacts were identified on the following approaches:

- The eastbound 36th Avenue shared left-turn/through/right-turn movement during all peak hours,
- The westbound 36th Avenue shared left-turn/through/right-turn movement during all peak hours,
- The northbound 21st Street shared left-turn/through/right-turn movement during the midday peak hour, and,
- The southbound 21st Street shared left-turn/through/right-turn movement during the AM peak hour.

Overall, the impacts could be mitigated by modifying the signal timing and making the following modifications:

- Shifting the eastbound approach centerline six feet to the north and restriping the approach from one 25-foot wide travel lane to one 11-foot wide exclusive left-turn lane and one 20-foot wide shared through/right-turn lane, with parking for a distance of 200 feet back from the intersection, and
- Shifting the westbound approach centerline six feet to the south and restriping the approach from one 25-foot wide travel lane to one 11-foot wide exclusive left-turn lane and one 20-foot wide shared through/right-turn lane with parking for a distance of 125 feet back from the intersection.

Broadway and 21st Street

Impacts were identified on the following approaches:

- The eastbound Broadway shared left-turn/through/right-turn movement during all peak hours,

- The westbound Broadway shared left-turn/through/right-turn movement during all peak hours,
- The northbound 21st Street shared left-turn/through/right-turn movement during the PM peak hour, and,
- The southbound 21st Street shared left-turn/through/right-turn movement during the AM peak hour.

These impacts could be fully mitigated for all peak hours with the following measures:

- Prohibit parking along the eastbound approach for a distance of 200 feet from the intersection (a loss of approximately five parking spaces), and along the eastbound receiving side for a distance of 250 feet from the intersection (a loss of approximately three parking spaces),
- Shift the eastbound approach centerline three feet to the north and restripe the approach from one 22-foot wide travel lane with parking to one 10-foot wide exclusive left-turn lane and one 15-foot wide shared through/right-turn lane for a distance of 200 feet back from the intersection,
- Shift the westbound approach centerline seven feet to the south and restripe the approach from one 22-foot wide travel lane with parking to one 10-foot wide exclusive left-turn lane and one 19-foot wide shared through/right-turn lane with parking for a distance of 250 feet back from the intersection, and
- Modify the signal timing.

36th Avenue and 31st Street

Impacts on the eastbound 36th Avenue shared left-turn/through/right-turn movement would occur during the midday and PM peak hours and could be mitigated by modifying the signal timing.

41st Avenue and Vernon Boulevard

Impacts on the northbound Vernon Boulevard shared through/right-turn movement would occur during the PM peak hour. Impacts on the southbound Vernon Boulevard shared left-turn/through movement would occur during the AM and PM peak hour. Both conditions could be mitigated by modifying the signal timing.

Broadway and Vernon Boulevard/11th Street

Impacts on the westbound Broadway shared left-turn/through/right-turn movement would occur during all peak hours. Impacts on the southbound Vernon Boulevard shared left-turn/through/right-turn movement would occur during the AM and PM peak hours. These impacts could not be mitigated.

Astoria Boulevard/27th Avenue/Newtown Avenue and 21st Street

Impacts were identified on the following approaches:

- The eastbound Astoria Boulevard shared through/right-turn lane during the AM and PM peak hours,
- The westbound Astoria Boulevard shared through/right-turn lane during the PM peak hour,

- The northbound 21st Street shared left-turn/through/right-turn movement during the AM and midday peak hours,
- The northbound 21st Street shared through/right-turn lane during the PM peak hour, and
- The southbound 21st Street shared left-turn/through/right-turn movement during all peak hours.

Overall, the intersection could be mitigated with the following measures:

- Prohibit parking along the southbound approach for a distance of 100 feet from the intersection (a loss of approximately four parking spaces),
- Restripe the northbound approach from one 11-ft shared left-through lane and one 20-ft shared through-right lane with parking to one 11-ft shared left-through lane, one 10-ft travel lane, and one 10-ft parking lane which would serve as a right turn lane during the weekday PM peak period. Prohibit parking on the northbound approach for 100 feet from the intersection (a loss of approximately three parking spaces).
- Shift the southbound approach centerline two feet to the east and restripe the approach from one 11-foot wide shared left-turn/through lane and one 19-foot wide shared through/right-turn lane with parking to one 11-foot wide shared left-turn/through lane, one 10-foot wide travel lane, and one 11-foot wide parking lane which would serve as a right turn lane during the weekday AM and PM peak periods, and
- Modify the signal timing.

Hoyt Avenue North and 21st Street

Impacts were identified on the following approaches:

- The westbound Hoyt Avenue North left-turn lane during all peak hours,
- The northbound 21st Street through lane during the AM and PM peak hours, and
- The southbound 21st Street shared through/right-turn lane during the AM and PM peak hours.

These impacts could not be mitigated.

Hoyt Avenue South and 21st Street

Impacts on the northbound 21st Street shared left-turn/through/right-turn movement would occur during the PM peak hours. Impacts on the southbound 21st Street shared left-turn/through/right-turn movement would occur during the AM and PM peak hours. Both conditions could be mitigated by modifying the signal timing and allowing through movements and left turns from the 11-foot wide exclusive left-turn lane on the eastbound approach of Hoyt Avenue South.

CONCLUSION

The overall finding of the traffic mitigation analysis is that all of the 14 intersections analyzed under the 2018 With Action condition and all but three under the 2038 With Action condition would either not be significantly impacted or could be fully mitigated with readily implementable traffic improvement measures, including signal timing and phasing changes, new traffic signals, parking regulation changes to gain or widen a travel lane at key intersections, and lane restriping. One additional intersection under the 2038 With Action could be partially mitigated by adjusting the traffic signal timing.

The implementation of these measures would result in the loss of approximately 12 to 18 parking spaces during various times of the day and days of the week. Broadway would lose up to eight parking spaces between Vernon Boulevard and 23rd Street and 21st Street would lose up to seven parking spaces between Astoria Boulevard and 24th Road. No designated truck loading/unloading zones or bus layover spaces would be affected by the proposed parking modifications for mitigation. If it is determined that on-street parking should be retained at locations where such mitigation was assumed, additional unmitigated traffic impacts would result.

Transportation – Transit

The proposed project would not result in any significant adverse subway station or tramway impacts in either the 2018 or 2038 analysis year. However, it would result in significant adverse impacts to bus line-haul levels for the Q102 bus and the Red Bus. In the eastbound and westbound directions the Q102 bus route would experience significant adverse impacts during the PM peak period in the 2018 analysis year and during both the AM and PM peak period in the 2038 analysis year. The Red Bus route would also result in significant adverse impacts to bus line-haul levels for the southbound direction in the AM peak period and the northbound direction in the PM peak period during the 2038 analysis year. It is possible by adding buses to fully mitigate these significant adverse impacts. New York City Transit and RIOC routinely monitors changes in bus ridership and makes the necessary service adjustments where warranted.

Transportation – Pedestrians

The proposed action would result in significant adverse impacts at two pedestrian analysis locations in the Under Full Build-2038: along West Road on the east sidewalk between West Main Street and the subway station; and along West Main Street on the east sidewalk between the Tram Station West bus stop and the Edward I. Koch Bridge. The significant adverse impacts at the West Road sidewalk would be fully mitigated by widening its existing width of 6.4 feet to 8.9 feet, thereby increasing its effective width from 2.7 feet to 5.2 feet. The significant adverse impacts at the West Main Street sidewalk would be fully mitigated by widening its existing width of 6.4 feet to 8.0 feet, thereby increasing its effective width from 3.6 feet to 5.2 feet.

As previously described, traffic intersection operations would be improved with the implementation of the recommended traffic mitigation measures. These measures would include changes to existing signal timings, installation of new signals, and modifications to lane utilization. A review of the effects of these changes on pedestrian circulation and levels of service showed that they would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts. At the newly signalized (per traffic mitigation) intersection of Main Street and West Road, a pedestrian crosswalk analysis was conducted to determine if the proposed intersection reconfiguration and signal timing would continue to adequately accommodate pedestrian crossing at the intersection. The traffic mitigation measures recommended for this intersection would not result in any significant adverse pedestrian impacts.

Construction

The proposed project would result in significant adverse construction impacts related to transportation and noise (i.e., construction noise impacts on open space).

Transportation - traffic

During Phase 1 construction of the proposed project, significant adverse impacts are expected for traffic and transit conditions.

Four intersections (of the seven analyzed) would experience significant adverse traffic impacts during Phase 1 construction. Impacts at three of the intersections could be mitigated using standard mitigation measures typically implemented by NYCDOT. Significant impacts at one location could only be partially mitigated. These measures would also be similar to those proposed to mitigate the intersection impacts associated with the project's build-out and occupancy.

A discussion of the four intersections follows:

Roosevelt Island Bridge/36th Avenue and Vernon Boulevard

Impacts on the northbound Vernon Boulevard shared left-turn/through/right-turn movement would occur during the AM and PM construction peak hours and impacts on the eastbound

Roosevelt Island Bridge shared through/right-turn movement would occur during the PM construction peak hour. These impacts could be fully mitigated for only the AM construction peak hour and partially mitigated for the PM construction peak hour by modifying the signal timing.

36th Avenue and 21st Street

Impacts on the eastbound 36th Avenue shared left turn/through/right-turn movement and on the westbound 36th Avenue shared left turn/through/right-turn movement would occur during the PM peak hour and could be mitigated by modifying the signal timing, shifting the eastbound approach centerline six feet to the north and restriping the approach from one 25-foot wide travel lane to one 11-foot wide exclusive left-turn lane and one 20-foot wide shared through/right-turn lane with parking for a distance of 200 feet back from the intersection and shifting the westbound approach centerline six feet to the south and restriping the approach from one 25-foot wide travel lane to one 11-foot wide exclusive left-turn lane and one 20-foot wide shared through/right-turn lane with parking for a distance of 125 feet back from the intersection.

Broadway and 21st Street

Impacts on the eastbound Broadway shared left turn/through/right-turn movement, the westbound Broadway shared left-turn/through/right turn movement, and on the northbound 21st Street shared left-turn/through/right-turn movement would occur during the PM peak hour. These impacts could be fully mitigated by modifying the signal timing during the PM peak hour.

Astoria Boulevard/27th Avenue/Newtown Avenue and 21st Street

Impacts on the northbound 21st Street shared left-turn/through/right-turn movement and the southbound 21st Street shared left-turn/through/right-turn movement would occur during the PM peak hour and could be mitigated with the following measures:

- Prohibit parking along the northbound approach for the distance of 100 feet (a loss of approximately three parking spaces) and along southbound approach for a distance of 100 feet from the intersection (a loss of approximately four parking spaces) during the weekday PM peak period,
- Restripe the northbound approach from one 11-foot wide shared left-turn/through lane and one 20-foot wide shared through/right-turn lane with parking to one 11-foot wide shared left-turn/through lane, one 10-foot travel lane, and one 10-foot wide parking lane which would serve as a right turn lane during the weekday PM peak period, and
- Shift the southbound approach centerline two feet to the east and restripe the approach from one 11-foot wide shared left-turn/through lane and one 19-foot wide shared through/right turn lane with parking to one 11-foot wide shared left-turn/through lane, one 10-foot wide travel lane, and one 11-foot wide parking lane which would serve as a right turn lane during the weekday PM peak period.

For Phase 2 construction, the cumulative operational and construction traffic would be of lower magnitudes than what the overall project would generate when completed in 2038. Therefore, potential traffic impacts during peak Phase 2 construction would be within the envelope of

significant adverse traffic impacts identified for the 2038 With Action condition above and mitigatable and unmitigatable impacts identified above would apply to Phase 2 construction conditions as well.

The required mitigation measures for those locations that could be mitigated are expected to be part of those presented for the 2038 full build-out of the proposed project. These mitigation measures could be implemented at the discretion of NYCDOT during construction of Phase 2.

Transportation – transit

During construction of Phase 1, because most construction workers parking at the Motorgate garage would rely on the Red Bus for travel to/from the project site, during off-peak hours when the Red Bus operates at comparatively lower frequencies, there is a potential for a line-haul impact on the Red Bus that would warrant an increase in its service during off-peak hours (i.e., three additional buses during the 6:00 to 7:00 AM and 3:00 to 4:00 PM construction peak hours). Cornell has committed to fund the operating costs associated with providing additional Red Bus service if project activity adversely impacts the Red Bus service during the construction period.

A significant adverse impact has been identified for the Q102 bus route due to the projected increase in demand from the completed buildings, and this impact would continue during the Phase 2 construction period. Mitigation measures identified above for the operational impact would be proposed to mitigate the construction-period impact.

Transportation – pedestrians

Pedestrian trips generated by construction workers are not expected to result in significant adverse pedestrian impacts during Phase 1 construction. After the completion of the Phase 1 and Phase 2 components of the proposed project, the combination of the Phase 2 construction worker pedestrian trips with those generated by the completed Phase 1 and Phase 2 buildings during the commuter peak hours may result in similar significant adverse pedestrian impacts as those discussed above and may warrant the earlier implementation of the recommended sidewalk widening described above.

Noise Impacts on Open Space

The proposed project would result in significant adverse impacts with respect to construction noise, as follows:

- During construction of Phase 1, the open space areas along Main Street would experience exceedances due to trucks and workers travelling on Main Street to and from the project site during the AM construction traffic peak hour (6 to 7 AM);
- During construction of Phase 2, South Point Park and the waterfront promenades on the east and west sides of the Island adjacent to the project site would experience noise levels in the mid to high 70s of dBA for over 24 months. These exceedances would be due to the operation of on-site construction equipment.

No practical and feasible mitigation measures have been identified that could be implemented to reduce noise levels to below the 55 dBA L10(1) guideline within the impacted open space areas (i.e., the open spaces along Main Street, the waterfront promenade, or South Point Park). Noise levels in these spaces would exceed the 55 dBA L10(1) noise level recommended for outdoor areas requiring serenity and quiet by the *CEQR Technical Manual* noise exposure guidelines. However while the 55 dBA L10(1) guideline is a worthwhile goal for outdoor areas requiring serenity and quiet, due to the level of activity present at most New York City open space areas and parks (except for areas far away from traffic and other typical urban activities) this relatively low noise level is often not achieved. For example, existing noise levels at the waterfront promenade and South Point Park are already above the 55 dBA L10(1) guideline due to noise from vehicular traffic on the Edward I. Koch Bridge and on the FDR Drive. To achieve noise levels that would meet the 55 dBA L10(1) guideline, measures would need to be implemented to control noise from the Edward I. Koch Bridge; the implementation of such barriers on the bridge would not be possible because of the bridge's landmarked status.

PUBLIC REVIEW

This application (N 130077 ZRM) was referred to Community Board 8 and the Manhattan Borough President by the Department of City Planning for information and review on October 15, 2012, along with the related ULURP actions (C 130007 MMM, C 130076 ZMM, and C 130078 PPM), which were certified as complete by the Department of City Planning and referred

to Community Board 8 and the Manhattan Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

Community Board 8 held a public hearing on this and related actions on November 26, 2012 and, on December 19, 2012, by a vote of 32 in favor, 1 opposed, 3 abstaining and 1 not voting for cause, adopted a resolution recommending approval of the application with the following conditions:

1. The application for the disposition of city property (C 130078 PPM) is pursuant to zoning. If Cornell before, during or after construction has begun and is completed is no longer developer of the site, or if Cornell wishes to make changes to the project, the possibility that an entirely different project could be built on the site (such as a fully commercial development) without ULURP review. Manhattan Community Board 8 also believes that development of the first phase of the project should be similar to that described in the DEIS, in order to avoid potential new impacts.

RESOLVED that the application for the disposition of city property (C 130078 PPM) is approved subject to the conditions that:

- a) use of the property be limited to a college or university campus and related technical research, experimenting, and testing, and offices for businesses relating to and/or involved in such technical research, experimenting and testing, with a maximum of 620,000 gsf of academic space, 800,000 gsf of faculty and/or student housing, 25,000 gsf of conference facilities, 145,000 gsf of hotel, 25,000 gsf of campus related retail and 500,000 gsf of corporate co-location; and
 - b) development of Phase 1 shall include at least 350 off-street parking spaces and no more than approximately 790,000 square feet of building, of which no more than 200,000 square feet shall be of academic space, 300,000 square feet shall be of faculty and/or student housing, 100,000 square feet shall be of corporate co-location, and approximately 170,000 square feet shall be of executive conference center space which shall include a hotel of approximately 145,000 square feet.
 - c) Upon completion of the project there shall be 500 off-street parking spaces.
2. The application for the zoning map amendment (C 130076 ZMM) includes property that is not subject to the disposition application. This property will remain under control of the Roosevelt Island Operating Cooperation (RIOC) until its lease with the city expires in 2068 or it relinquishes its control prior to that date. While the goal of rezoning this property to protect its current use as a public esplanade is laudable, Manhattan

Community Board 8 believes that any rezoning of this parcel would be more appropriate at such time development might be proposed for the parcel. The Community Board also notes that while under control of RIOC, the property is not subject to zoning and development subsequent to RIOC's relinquishing the property would be subject to ULURP.

RESOLVED that the application for a change to the zoning map (C 130076 ZMM) is approved as modified and in conjunction with the resolution on the zoning text amendment (N 130077 ZRM), so it does not include property that is outside of Cornell's development site described as property bounded by North Loop Road, East Loop Road (proposed by CB 8 to be renamed to East Main Street in CB 8's resolution on the City Map Change, South Loop Road, and West Loop Road (proposed by CB be renamed to West Main Street).

3. The application for the zoning text amendment, in addition to including property outside of the Cornell site within the proposed special district (as shown on Appendix A of the text) raises the following issues:
 - a. Section 133-05 which applies to the Waterfront Area reduces the public access hours of the existing promenade which is now open 24 hours. Since this area is recommended to be removed from the special district, the entire section should be deleted.
 - b. Section 133-11 would allow 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.
 - c. Section 133-25 –The section would allow the Commission to make bulk modifications to the already flexible regulations of the proposed special district by authorization rather than a special permit which would require a full ULURP review.
 - d. Section 133-32 (f)- the proposed publically accessible open space should be open from 6 am to 10 pm all year-round to be more consistent with the 24 hour, year-round accessibility of the adjacent waterfront promenade.
 - e. Section 133-32(c) would allow open air cafes as permitted obstructions in the publicly accessible open space. It is not clear if it is necessary to be a patron of the café to use the tables and chairs within them
 - f. Section 133-50 does not indicate who determines that the various requirements of sections (a) – (d) are substantially complete.
 - g. Section 133-60 would allow modification, elimination or reconfiguration of the publically accessible open space without any review.

RESOLVED that the application for the zoning text amendment (N130007 ZRM) is approved in conjunction with the resolution on the zoning text amendment (N 130077 ZRM), subject to the modifications indicted in Attachment 1 of this report.

4. Manhattan Community Board 8 notes that the City Map change application (C 130007 MMM) proposes naming the southerly extensions of East and West Main streets to East and West Loop Roads. Main Street is a traditional name on Roosevelt Island and the address of the existing Goldwater Hospital on the proposed Cornell site has an address of 1 Main Street. In addition, the proposed map change designates the newly mapped streets south of the Queensboro Bridge as East and West Main streets.

RESOLVED that the application for a change to the City Map (C 130007 MMM) is approved subject to the condition that the designations of East and West Loop Roads be changed to East and West Main Street.

5. In recognizing the concerns and requests of Roosevelt Island residents, Manhattan Community Board 8 also recommends the following resolution.

RESOLVED that all applications are approved subject to the following additional conditions:

- a. That Cornell to the extent feasible remove all demolition waste by means other than trucks, reduce the amount of construction truck trips by at least 55% and utilize alternative methods including, but not limited to barging and onsite concrete production
- b. That use of trucks traversing Main Street, the helix and the bridge be permitted only from the hours of 9am to 5 pm., Monday through Friday. Provide advance notice of any changes to the construction schedule.
- c. That any damage to the Roosevelt Island streets, the helix and the Roosevelt Island Bridge be repaired and paid for by Cornell and that Cornell ensure the continued operation of the helix leading from the 36th Avenue Bridge to Main Street
- d. That Cornell designate and pay for a construction coordinator/liaison and an independent environmentalist to meet on a regular basis with the community board and the residents to assure environmental safety, air quality monitoring, provide updates on construction status and be available to address issues that may arise during construction.
- e. That Cornell provide and pay for a community liaison to meet on a regular basis with a community advisory board consisting of representatives of the community board, RICC, RIOC and island residents during and after construction to facilitate integration of the new campus with the existing community.
- f. That Cornell assume the cost of the necessary improvements to the island's red bus service that will be necessitated by the project and that Cornell provide technical assistance and funding that enables RIOC, MTA, New York City and State to upgrade island transportation services impacted by the project and explore the possibility of additional bus routes with MTA.
- g. That Cornell restore any island infrastructure damaged during construction to its original or better condition
- h. That Cornell makes its campus facilities available for use by island residents.

- i. That Cornell makes its best efforts to achieve LEED Platinum Certifications for buildings on the site and that the site be designed to welcome access with a minimum of visual and physical barriers.
- j. That Cornell contribute to the cost of necessary expansion of policing, transportation, open space and recreational facilities, and maintenance on Roosevelt Island that is necessitated by the project and currently funded by RIOC and that existing RIOC public purpose funds not be affected by infrastructure improvements necessary for the project.
- k. That Cornell implement security measures to ensure safety of Roosevelt Island residents during and after construction and in light of the increased security risks this campus brings to the Island that Cornell ask the City and the NYPD to look into having NYPD presence on or near the campus.
- l. That Cornell, to the maximum extent feasible minimizes removal of existing trees and replaces those that must be removed.
- m. That Cornell work with the island's CERT team, the NYC Office of Emergency Management, RIOC and RIOC's Public Safety Department to develop an effective evacuation plan for the community and work with RICC to provide relief to some Island residents in the event of other emergencies such as blackouts and excessive heat.
- n. That Cornell maintains public access to Southpoint Park throughout construction and work with the management of the Four Freedoms Memorial.
- o. That Cornell, as agreed to at the Task Force meeting on December 11, 2012, study the feasibility of an elevator to the pedestrian walkway of the 59th Street Bridge.
- p. That Cornell work with RIOC to consider development of an island ferry dock
- q. That Cornell encourage innovation and the use of new technology that convert waste to energy to supplement Island-wide power and Cornell encourage its technology experts to explore options for the steam plant including the possibility of converting the present Steam Plant to a gas-fired Cogeneration Plant would provide low-cost energy for the entire Island (with the initial investment potentially repaying itself within five years) or transforming the plant into the Museum of Technology, Art and Science (MOTAAS), the first museum to display technology of past and present and future.
- r. That Cornell continues discussions with RIOC, RICC and CB8 and any other necessary agencies about parking, taking into account and giving special consideration to Island residents' requests and desires.
- s. That Cornell provide the following as agreed to in its letter dated December 9, 2012 to the Chair of Community Board 8:
 - Provide space for community groups to meet and provide access for Roosevelt Island organizations to auditorium space, when available;
 - Be fully compliant with ADA requirements such as incorporating accessibility features on campus such as a "looping" system for hearing impaired and disabled access (universal design);
 - Investigate the feasibility of providing reduced rates for hotel space for Island residents, when accommodations are available;

- Work closely with PS/IS 217 to implement Roosevelt Island pilot programs focused on tech education for middle school students. Work with other age groups too;
- Work with our Cooperative Extension Office, and designate a campus person to work on outreach programs with community
- Work with the community to program outdoor space for children;
- Provide computers and help with computer training for members of the Senior Center;
- Create mentoring programs for the islands' population of post-high school young adults;
- Create a "shadowing" program for Island middle school students to accompany scientists and observe academic/laboratory process;
- Create an environment in which Cornell NYC Tech technology students can research ways that technology can enhance lives of older adults and the disabled;
- Provide consideration to Island organizations and services prior to working with outside organizations when feasible;
- Preserve the Goldwater WPA murals, and consider preserving and displaying other Island historic artifacts, where appropriate and feasible;
- Provide islanders opportunities to announce Island news and cultural events to Cornell faculty, students, and staff through electronic community bulletin boards, postings, and newsletters;
- Post Cornell NYC Tech employment and sub-contracting opportunities and cultural opportunities via email, WIRE, blog, and local bulletin boards;
- Provide primarily non-monetary support for community's cultural and religious events;
- Provide computer training for the disabled group, and investigate the donation of Dragon software; and
- Sponsor a "tech hackathon" to advance technology education for the disabled.

Borough President Recommendation

This application (N 130077ZRM) and the related actions were considered by the Manhattan Borough President, who issued a recommendation on January 24, 2013, approving the application, with the following conditions:

1. Construction mitigation including:
 - a. investigating the feasibility of barging to limit construction traffic on the island, meeting with New York State Department of Environmental Conservation, regarding temporary installations and procedures for an expedited review, and committing to study the effects of barging in the FEIS in the event barging proves feasible;

- b. creating construction delivery protocols to minimize the impact on neighboring residents, should barging prove infeasible;
 - c. implementing a construction safety plan, which will address soil and existing building conditions and any necessary remediation;
 - d. air monitoring on the island throughout demolition and excavation to ensure the health and safety of the residents of Roosevelt Island and workers;
 - e. minimizing emissions by using ultra-low sulfur diesel and electric equipment and restricting idling;
 - f. informing the public through a dedicated representative, conducting public meetings, forming a construction mitigation taskforce, and creating a website to inform the public of construction activities; and
 - g. repairing any damages on the island resulting from construction activities and working with RIOC to determine a baseline for establishing when damages occurred.
2. Open space improvements including:
- a. keeping the open space on the island open until at least 10 PM;
 - b. requiring that all café seating be open to the public;
 - c. creating a community advisory group to assist in determining the appropriate design of the proposed open spaces;
 - d. implementing a Chair certification to determine that the open space and any future modifications are consistent with the newly proposed zoning text; and
 - e. agreeing to the Waterfront Esplanade being open 24 hours or the text being modified to explicitly state that it must be “publicly accessible.”
3. Mass transit improvements including:
- a. mitigating any impact on the red bus service during construction;
 - b. studying the feasibility of adding pedestrian and bicycle access to Roosevelt Island from the Ed Koch Queensboro Bridge; and
 - c. identifying options to bring ferry service to the island and examining any other non-vehicle options that will bring residents to the island.
4. Parking improvements including:
- a. paying for the cost of snow removal from the roof of Motorgate during construction;
 - b. reaching out to potential hotel and the executive education center operators to understand the need for parking and continue the discussion with the Borough President’s office;
 - c. undertaking an operational parking study of the hotel and executive education center prior to its construction and make the study available to the community board and Borough President’s office;
 - d. creating a formal evaluation process, if no parking is created in the first phase, to evaluate the impact on parking congestion and agreeing to provide parking in the later phases if an impact is found; and
 - e. developing a program to discourage its employees from using automotive transit through the use of mass transit, bicycles, or other green alternatives.

5. Manufacturing use improvements including:
 - a. ensuring all laboratories follow the M1 zoning district performance standards to protect neighboring residents;
 - b. studying the use of cogeneration on the campus and being amendable to adding the use in the proposed zoning text; and
 - c. committing to providing technical assistance to RIOC to study the reuse of the existing steam plant.

6. Modify the proposed text including:
 - a. bifurcating the waiver process so that minor modifications to the existing bulk controls go through an authorization process but major modifications go through full ULURP using a special permit; and
 - b. changing ZR §133-233 to clarify that the intent, namely that in the event a building has two separate portions above 180 feet in height, 15,000 SF will apply to each portion separately.

7. Designating a community liaison to be a point of contact for residents and elected officials to discuss ongoing programming and campus operations.

City Planning Commission Public Hearing

On January 23, 2013 (Calendar No. 4) the City Planning Commission scheduled February 6, 2013 for a public hearing on this application (N 130077 ZRM). The hearing was duly held on February 6, 2013 (Calendar No. 22) in conjunction with the public hearings on the applications for the related actions (C 130007 MMM, C 130076 ZMM, and C 130078 PPM).

There were 36 speakers in favor of the application and none in opposition.

A representative of the NYC Economic Development Corporation (EDC) spoke and provided a brief overview of how the project came about, including a description of the NYC Applied Sciences initiative and how it was created, and the eventual selection of the Cornell/Technion team. He also spoke of the how Cornell and EDC have worked collaboratively to further develop the plan and how the new campus will help make the City a more viable place for businesses that require scientific talent. He stated that Cornell has been conscientious in providing benefits to Roosevelt Island, including adding additional bus service, and stated that Cornell would enter into a agreement with the City to ensure that the development site is used as

an academic campus and the timeline is met. He stated that the Public Design Commission will also review the design of the campus and briefly discussed the phases of development and when they were to be completed. Finally, he stated that the City is considering ferry service for the Island.

The Vice-Provost and Dean of the new CornellTech applied sciences school (that would eventually relocate to Roosevelt Island) also spoke of how the campus would operate, what the goals of the campus are, and how the school would be a place where academia and business could work together as partners, including how students would be mentored by those working in technological industries. The Dean also stated that the school would promote three cultures: “academic achievement”, “commercial success” and “social progress”. The campus would “reverse the focus”, so the academic campus (rather than industry) would be where the innovation will happen. He also said that he believed that this would be the first time that a partnership between an American and foreign university would be located in the United States. He also pointed out that the degrees received would be dual, considered to have been received from Cornell and Technion.

The Vice President of the school spoke of how the campus would foster creativity and sustainability (including measures taken to heat/cool the campus and how the campus would encourage sustainable modes of transportation), that it would be an open campus (with significant open space), and create jobs, including 15% for lower income individuals. She mentioned programs that Cornell was setting up for students and the elderly. She also said that Cornell was committing \$150 million to technological ventures in the City. She then discussed the high quality architects hired to develop the site while noting that all designs would need to be approved by the NYC Planning and Design Commission, ensuring that the campus feels “complete” after each phase. She stated that the Cornell team finds bargaining to the “promising” and they are “encouraged” but that it could not be a 100% solution and that there would be a community construction liaison and a website to convey information regarding construction to the community. She also spoke of the flexibility of the zoning and how the phasing of the campus would work, and that the amount of parking is sufficient and more would encourage additional traffic and also about the plan to raise the project site to mitigate rising sea levels.

Three of the applicant's representatives spoke in favor of the applications. The architect for Cornell spoke of the basic design of the campus, that it would extend the green spaces along the waterfront into the campus, be pedestrian-centric, encourage interaction between students, faculty and researchers (especially at the corporate co-location buildings), and be a 24-hour community. He also stated that the campus would and be designed to minimize energy consumption as the designers strive for LEED® Platinum status for the buildings, pointed out that the first academic building is proposed to be net-zero energy building. He stated that the campus is angled to help pedestrian access and encourage people to enter from the edges and that putting buildings on this angle is a good method of reducing energy demand.

The land use attorney for Cornell briefly described the zoning, how it informs the structure of the campus, and said that Cornell agreed with several of the Community Board and Borough President requests, including performance standards for Use Group 17B lab uses, a 10:00 pm closing time for the publically accessible areas and that cafes on campus should be open to the public. She did note, however, that Cornell disagrees with the Community Board's suggestion of a special permit for bulk modification (as opposed to the proposed authorization). She also stated that although the zoning is flexible, it has been tested to ensure that the controls would result in a campus that can achieve design goals.

An environmental consultant spoke regarding the impacts of the proposal and the proposed mitigations and stated that the EIS did not study the traffic impact of those driving to the campus to make a drop off and then driving to Motorgate to park and also that the helix was not examined to ascertain its quality.

Also speaking in favor was a representative of the NYC Hospitals & Health Corporation about the relocation of Goldwater Hospital, a representative of Technion who spoke of the quality of that university, specifically with regards to "problem solving", and the Director of Capital Projects and Planning for Cornell NYCTech who discussed the potential for barging materials on and off the island and that Cornell has been meeting with NYC DEC to investigate if barging was a feasible possibility. He also stated that the amount of concrete needed to build the campus

is not much considering the size of the project and could be transported via cement mixer trucks and that batch plants for creating cement on-site could have significant run-off problems.

A representative of Manhattan CB8 spoke, reiterating the Board's recommendation for approval with condition, and focusing on the exclusion of the esplanade from the rezoning and ensuring that the disposition mandate that the property be used for a campus

Other speakers in favor of the application included the Director of Land Use for the Manhattan Borough President, who re-iterated the Borough President's recommendation for approval with conditions.

Eleven speakers affiliated with the Roosevelt Island Community Coalition (RICC) testified. All of these speakers supported the proposal but all had reservations about aspects of the project and/or how it would be built. A few topics emerged as prominent: several speakers expressed concern of the impacts (heavy traffic, noise, exhaust, vibrations and possible toxic materials) of trucking materials from the development site through the residential portion of Roosevelt Island via Main Street, and that Cornell should be made to find an alternative method of transport. Several noted that Roosevelt Island does not receive any basic services from New York City nor from New York State and that the applicants, while bringing many students, faculty and staff to the Island, should contribute to the Island services. Along those same lines, regarding resources, one speaker claimed that Roosevelt Island has one full-time police officer and NYPD is only called after someone is arrested, that there is no Island-specific ambulance service, and also that Roosevelt Island leases its ball fields for revenue and so there are few opportunities for Island residents to use them. One speaker, speaking on behalf of the principal of PS/IS 217, a City school on the island, said that the EIS stated a lower total student population of the school by 157 students and also that the school was looking to partner with Cornell, especially with regards to mentoring students in the disciplines of science, technology, engineering, mathematics. Several speakers were concerned that the campus would crowd out the limited parking spaces on the Island, especially at Motorgate, without providing a sufficient amount on the campus. One speaker stated that the proposed work hours would be too early and that work should not be permitted on weekends and another stated his belief that the EIS underestimated the number of

workers in the co-location buildings by using a factor of 1 worker per 250 sf versus 1 per 100 sf, and that this potential increase in the workforce would tax traffic and transportation to the Island. Other topics covered included: that the seawalls of the Island have not been upgraded in 20 years and that Cornell should not be allowed to build in a flood plain, that the City and Cornell should undertake a study of ferry service for the Island, and subsidize an increase in Red Bus service. Lastly, a speaker pointed out that if Cornell is not the developer of the property then the site would have been rezoned for another use and that this should not be allowed. She also said that the Motorgate parking facility was inadequate and that Cornell should have at least 500 parking spaces on its campus.

Other speakers included a representative of a candidate for City Council, who noted that the campus should be fully accessible to the handicapped, it should have bike sharing and Cornell should contribute something to the Island as it is not paying anything to the City for the project site. A representative of SEIU Local 32BJ conveyed his organization's general support for the project as did the representative of the Building and Construction Trades for the Greater New York, who stated that the proposal would create thousands of jobs and improve the City's ability to attract talent that is driving the fields that are creating the jobs of the future.

A representative of the Association for a Better New York conveyed his organization's support for the project by explaining that growth in New York's industry is depended on science and technology graduates and the campus will be the center for producing such graduates. A representative of the New York Building Congress stated that his organization was supporting the proposal because it was helping to meet the City's goal of economic diversity and accentuating the City's technological and educational assets. The Regional Plan Association's representative expressed his organization's support by noting that this was a once in a generation opportunity for the City which would produce jobs spun from the research. A representative for The Partnership for New York City explained that the proposal would allow the City to remain a global leader in the rapidly changing innovation economy as the City would depend on new ideas and business generated by universities and medical institutions. The Coalition for Queens's representative spoke of his organization's support because the proposal would help produce well paid jobs for Western Queens. A representative of the Long Island City Incubator

spoke in support and explained the project's "spillover effect" of benefits that would create opportunities for smaller companies. Lastly, two private companies' representatives spoke in support: Etsy and Shapeways. Etsy's representative stated that technology companies provide good middle-class jobs, although it is still difficult to find qualified employees in the technology sectors, a problem that the project would help to alleviate. Shapeway's representative spoke about how his company's choice to locate to New York City was determined in part by the availability of a skilled workforce and the location of the campus would be ideal for their company which had two locations, one in midtown and one in Long Island City.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY

This application (N 1300778 ZRM), in conjunction with those for the related actions, was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 22, 2002, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 *et seq.*). The designated WRP number is 12-076.

Based on the information submitted, the Waterfront Open Space Division, on behalf of the New York City Coastal Commission, having reviewed the waterfront aspect of this action, finds that the actions will not substantially hinder the achievement of any Waterfront Revitalization Program (WRP) policy and hereby finds the project consistent with the WRP policies.

CONSIDERATION

The Commission believes that this application for a zoning text amendment (N 130077 ZRM), as modified, in conjunction with the related applications for a zoning map amendment (C 130076 ZMM), city map amendment (C 130007 MMM), and disposition of City-owned property (C 130078 PPM), as modified, is appropriate.

The applicants are proposing an academic and commercial research campus focused on engineering and applied sciences on Roosevelt Island. The program includes classroom space as well as office, retail, residential, utility, and hotel use. The project would also allow for 2.5 acres of publicly-accessible open space.

The Commission recognizes the proposed campus's benefits to the economic, scientific and cultural vitality of New York City. The new campus for Cornell and Technion will help diversify the industrial base of the City, drive economic growth, create jobs and help develop the types of employees that New York City's growing tech industry demands. The campus will be one of the few places in the country where academic research will partner with the technology industry to enhance both disciplines; students will be able to learn by working directly with established professionals in their fields of interest and technology-based companies will benefit from access to students, faculty and staff of two world-class research institutions.

The Commission notes that the City proposes to make City-owned property on Roosevelt Island available to two established institutions with strong reputations in applied sciences. Cornell University has a long history and a strong presence in New York City dating to 1898, when the Weill Cornell Medical College (WCMC) was founded. In addition to medical studies, Cornell has a number of other active academic programs in Manhattan, including programs in finance, labor relations and architecture and planning. Technion University, founded in 1912, is one of the largest centers of applied scientific research in the world.

Zoning Text Amendment

The Commission believes that the proposed application for a zoning text amendment, to create the SSRID, as modified, is appropriate. The Commission believes that constructing a campus for the fast changing fields of applied sciences and engineering, along with the changes in the intersection of these fields with academia and business, requires that the zoning regulations be relatively flexible to allow the campus to evolve over time. The Commission also notes that the project site is relatively isolated, lying more than 500 feet – and on the other side of the Edward I. Koch Bridge - from the nearest residential development and is bordered on the east and west

sides by the East River and on the south side by South Point Park. The Commission believes that the proposed SSRID provides a comprehensive zoning framework that simultaneously allows for needed flexibility and an appropriate level of predictability.

Bulk Regulations

The Commission believes that the proposed SSRID provides an innovative set of bulk regulations that are tailored to the particular uses proposed by the applicants and the unique location of the project site. The Commission notes that the various aspects of the bulk provisions work together to allow the flexibility needed meet the site planning and building requirements of this campus, allow for creative design, and facilitate implementation of sustainability measures.

Lot Coverage

The Commission believes that the lot coverage regulations of the SSRID provide an appropriately flexible framework for the proposed campus given its expected mix and configuration of uses. The Commission notes that the proposed regulations simplify the variety of lot coverage rules governing different uses in the underlying C4-5 district and generally allow for low-slung buildings with large, efficient floor plates that are consistent with the academic and research needs of a university campus.

Furthermore, the Commission notes that the proposed lot coverage regulations also ensure that sufficient light and air reach the ground level of the campus and that together with the open space regulations described below, ensure a significant amount of the campus remains undeveloped.

Height and Setback

The Commission believes that the proposed height and setback regulations of the special district allow needed flexibility to locate buildings adjacent to the streets that ring the proposed campus and provide appropriate limits on building heights at the north and south end of the project site. The Commission believes that penetration of the sky exposure planes, otherwise required by the

underlying C4-5 district regulations, may be necessary to permit taller buildings, with large floor plates that combine several campus uses under one roof. The Commission notes that the streets ringing the campus are mostly ringed themselves by open space and the East River. The particular geography and relative isolation of the project site makes strict adherence to the sky exposure plane regulations unnecessary. The Commission believes that the building height limitations that apply to buildings that penetrate the sky exposure plane on the northern and southern portion of the project site provide appropriate parameters for such buildings and reflect an appropriate stepping down of building heights from north to south.

Floor Plate Limitations

The Commission believes the proposed restrictions on building floor plates, including those that penetrate the sky exposure plane, provide limitations that will ensure appropriate building profiles on the campus. Academic and office uses require large floor plates so that such uses could be provided efficiently. However at higher levels such large floor plates can be oppressive and block light and air. While the Commission understands that the floor plate limitation of 15,000 square feet is relatively small at lower levels, it is appropriate above 180 feet. The Commission notes that the text relating to this provision has been clarified in response to a comment from the Manhattan Borough President's Office.

Distance Between Buildings

The Commission believes that the proposed rule limiting the distance between the buildings is appropriate. Generally, residential or predominantly residential mixed-use buildings in a C4-5 district cannot be closer than 20 to 40 feet from each other. However, given the programmatic needs for the campus, the required floor plates within buildings and desire for a cohesive central open space, and the overall flexibility necessary to design a campus that will evolve over time, the Commission believes a modification of this requirement, allowing a minimum of eight feet between buildings, is warranted.

Modification of Bulk

The Commission notes that the proposed text amendment, as certified, allows the Commission to modify all bulk regulations of the SSRID and the underlying bulk regulations via authorization. The Community Board and the Borough President both expressed concern that this provision should be modified to allow a higher standard of review. The Community Board requested that this provision be made a special permit. The Borough President requested that there be created a “bifurcated” waiver so that “minor modifications” could be done via authorization while “major modifications” would need a special permit.

Although the Commission recognizes there may be unforeseen compliance issues associated with specific site plans and architectural designs, the Commission believes the SSRID was crafted specifically for the purposes of this unique university campus, and, as described above, is quite flexible by design. The Commission believes that the opportunity to modify bulk regulations is needed but believes it should only be allowed by special permit which would require broader public review. However, the applicants have explained that an aspect of the lot coverage rules, specifically the 45% lot coverage requirement between 60 and 180 feet above the base plane, may present particular challenges, even at this relatively early stage of design. This is due to the projected large floor plates at that level and the photovoltaic array proposed to be placed in the Phase 1 portion, and potentially other areas, of the project site. The Commission acknowledges this particular lot coverage requirement may pose future challenges and believes that additional flexibility – to allow up to 55% lot coverage between 60 and 180 feet above the base plane – is appropriate by authorization.

Use Regulations

The proposed SSRID would permit uses allowed in the underlying zoning district, proposed as C4-5 in the related action for a zoning map amendment (C 130076 ZMM). While C4-5 districts permit a wide variety of uses, including residential, community facility, and commercial uses, they do not allow Use Group 17B uses, specifically research, experimental or testing laboratories. The campus, however, can be expected to have facilities for the testing and study

of innovations and techniques. Therefore, the Commission believes that the Use Group 17B is an appropriate addition to the permitted uses in the SSRID. In response to the recommendations from the Community Board and the Borough President, the Commission modifies the proposed text amendment to require that Use Group 17B uses follow M1 district performance standards. This modification makes the requirements of Use Group 17B in SSRID equivalent to the requirements for such use in other manufacturing districts throughout the City.

Parking

The Commission believes the proposed parking regulations in the SSRID are appropriate. The proposed text amendment limits parking on the project site to no more than 500 spaces, which the Commission believes is adequate for the number of projected commuters and visitors to the campus. The Commission notes that the proposed project will include residential units for many of the students and staff expected to attend and work at the campus. The Commission acknowledges the Community Board's concerns that the number of spaces constructed on the project site will be insufficient. However, requiring the applicants to construct a large amount of parking would only encourage additional vehicles to Roosevelt Island, resulting in increased vehicular traffic. The applicant has stated that they do not believe that they will need more than 500 spaces and is confident that other modes of transportation, including the Tram and the subway, will greatly reduce the need for parking. The Commission notes that the FEIS did not identify a significant impact related to parking in its analysis.

Open Space Regulations

The Commission believes that the proposed open space regulations are critical components of the special district and will encourage the type of public access and public interaction that is appropriate for a university campus. The Commission believes the public open space will ultimately be an important addition to the open space network on Roosevelt Island. Under the proposed zoning regulations at least 20% of the development site must be publicly accessible open space (approximately 108,000 sf) and at least 80% of this must be open to the sky (approximately 86,400 sf). The Commission notes that the proposed configuration of the

publicly accessible open space would be broken into several distinct elements, each with a different function and believes this framework will encourage inviting, walkable connections both around and through the campus for students and employees, visitors, and residents of Roosevelt Island. The Commission further notes that the proposed open space regulations require a minimum amount of amenities, including seating and planting, and believes these requirements will help to enhance the spaces for passive recreational use for the general public.

Given that the proposed campus will be developed over an extended period of time, the Commission is pleased that the proposed text amendment includes provisions requiring portions of the open space to be completed as campus buildings come on line. This will ensure that public access and open space amenities will be provided to residents of and visitors to Roosevelt Island at each phase of the project.

The Commission notes that the Community Board and Borough President made several comments related to the operation of the open space and the process by which it gets constructed, and that the applicant, in a letter to the Commission dated February 15, 2013, indicated their willingness to accept many of the requested changes. The Commission believes that the following modifications requested during public review would enhance the public utilization of the open space and provide added assurance that the proposed open space design, at the time of completion, meets the minimum size and amenity requirements provided for in the SSIRD: 1) modification to increase of hours of public access to the open space from 8:00pm to 10:00pm during the winter months; 2) modification to require all outdoor cafes to be open to the public; 3) modification to add a new Chairperson of the City Planning Commission certification indicating that the appropriate quantity of open space has been substantially complete prior to obtaining building certificates of occupancy. The Commission believes that an additional request by the Community Board and Borough President that would require a Chairperson certification for future modifications of the open space is unnecessary to ensure zoning compliance and cumbersome given many small modifications to open space design can be expected both during the build out of the campus and after it is fully developed.

The Commission notes that design of the open space will be developed as plans for the campus continue to evolve, and is pleased that the applicant has committed, in a memorandum to the Commission dated March 1, 2013, to work with Roosevelt Island residents through the design process. Because the open space will be located on City property, the design of the open space will be subject to review and approval by the New York City Public Design Commission, ensuring ample public oversight of the design. The Commission therefore believes that a Chair's certification is not necessary.

Zoning Map Amendment

The Commission believes the proposed zoning map amendment, changing the R7-2 district to a C4-5 district, is appropriate.

The site, as well as the entire island, was zoned R7-2 initially in 1961 when it was envisioned that Roosevelt Island would be predominantly residential. While both zoning districts provide an opportunity to construct up to 3.44 FAR of residential and 6.5 FAR of community facility, the C4-5 also provides the ability for the applicants to construct 3.4 FAR of commercial floor area and the proposed programmatic needs of the campus could not be fulfilled without the ability to construct commercial floor area. Regarding office space, the proposed corporate co-location buildings, which are proposed to be where the Cornell/Technion community could interact with business and industry are needed. Given the sensitive nature of proprietary information, patents, etc. in the industry, providing office space for businesses on campus in the form of the corporate co-location buildings (which would be commercial floor area) is integral to the applicants' goal of creating a place where academia can partner with business.

The Commission also supports the applicants' goal of creating a "24-hour" community. Sufficient retail is needed to provide amenities for the campus and students, faculty and staff, and the broader community who will eventually live on the island. The retail uses will also help to reduce traffic in that it would help eliminate the need to travel off campus and indeed off the Island for goods and services. The corporate education center/hotel, which could not be built in an R7-2 district, is important for the success of the campus. It will not only provide needed on-

campus accommodation for visiting businesspeople, students, faculty and lecturers, but it will effectively allow Cornell to host conferences where industry leaders can meet and learn about trends in their industries right on the campus. This will help the campus's ability to be a center of technological education and information exchange in the City. The Commission acknowledges that the R7-2 district has parking requirements beyond what the applicants are proposing and what the Commission deems appropriate for this type of development. The R7-2 district requires that 50% of the dwelling units have on-site parking and given the number of proposed units at full build that would amount to more than 500 spaces merely for the residential portion of the project.

The Community Board recommendation, reiterated at the public hearing, stated that the rezoning (and the SSRID) be limited to the development site. The Commission notes the areas between East/West Loop Roads and the waterfront are not part of the site to be developed but this land, and in particular the esplanade within these areas, are integral parts of the campus in that they provide the access, both physically and visually, to the waterfront. Also, under the proposed text, the esplanade would gain new controls as a newly designated "waterfront area" in the SSRID, ensuring its availability for recreational use even after RIOC's lease ends. The Commission notes that the proposed mapping of the C4-5 district should be consistent with the special district boundaries and that the land outside of the project site proposed to be rezoned remains under the control of RIOC for the foreseeable future. The Commission therefore believes it appropriate to include the waterfront area in the rezoning.

City Map Amendment

The Commission believes that the amendment to the city map that would make the road around the campus (and the roads that connect the campus with the rest of Roosevelt Island) part of the official city map and also allow for its upgrade from a 22-25 foot to a 50-foot right of way is appropriate. The proposed road would greatly improve transportation to and from the campus whether the mode is vehicles, bicycles or walking. Upgrading the road to FDNY & NYC DOT standards will make the campus safer as it helps make the site more accessible to emergency responders. The Commission notes approvingly that the new right of way will be expanded

(relative to the current right of way) into the development site rather than into the outboard edge of the road and therefore the esplanade, which is outside of the current roadbed, shall not be reduced in width.

The Commission agrees with the request from the Community Board that the naming of the road around the proposed campus should be modified so that the “East Loop Road” and “West Loop Road” are renamed “East Main Street” and “West Main Street” to meet the naming convention of the Island roads and cause less confusion for those who are less familiar with Roosevelt Island. However, the Commission believes that City Council is a more appropriate body to make this modification.

Disposition of City Owned Property

The Commission believes that the disposition, for eventual sale or lease of City-owned property to Cornell, as modified, is appropriate. The Commission notes that Goldwater Hospital is an outdated facility and that the City, through HHC, has for some time intended to consolidate its services within other facilities. HHC has constructed a carefully considered plan to relocate Goldwater Hospital’s operations and ensure that the current residents are able to obtain as good or better service at new facilities on the east side of Manhattan or elsewhere as needed.

The Commission believes that the disposition of this unique City-owned property to Cornell University will help achieve important educational and economic development goals. However, the Commission believes that such disposition should be modified to restrict the particular academic, research, commercial, residential, and infrastructure uses envisioned by this proposal in order to ensure that the use of the site is consistent with the purpose and goals it intends to achieve. The Commission further notes that restricting the disposition to the uses noted above is particularly appropriate given that the SSRID provides a significant amount of bulk flexibility in anticipation of the specific uses, and the necessary building forms, proposed to be developed on this site, and that other uses may not warrant such flexibility. Finally, the Commission notes that this modification also responds to Community Board and Borough President concerns related to the disposition.

The Commission heard testimony from RICC and from the Community Board about the applicants' construction plan, and the project's overall impact on Roosevelt Island's infrastructure costs and financial responsibilities. With respect to construction, the Commission believes that the barging of materials to the construction site may be an effective way to alleviate the amount of truck trips that would otherwise be required to travel through the existing Roosevelt Island community and encourages the applicant to give careful consideration to this alternative as it further develops its construction plans. The Commission notes that the applicant agreed to further study this option in its letter to the Commission dated February 15, 2013. RICC and the Community Board also requested at the public hearing that the hours of construction be limited weekdays between the hours of 9:00 am and 5:00 pm. The Commission certainly shares the Community Board's concern for construction traffic on the Island, but notes that Cornell has agreed to form and participate in a construction task force comprised of Roosevelt Island residents and the Community Board. The Commission encourages the task force to work with Cornell to address traffic and noise concerns throughout the construction period.

With respect to the testimony related to additional costs to be borne by RIOC, the Commission acknowledges the somewhat unusual arrangement related to the provision of public services on Roosevelt Island, but notes that Cornell, as stated in its letter to the Commission dated February 15, 2013, will be building and maintaining 2.5 acres of publicly accessible open space on the campus, widening and rebuilding the public loop road surrounding the campus, replacing the existing water main and sanitary sewer and existing storm sewer beneath the Loop Road, and partnering with ConEdison to bring high-pressure gas service to Roosevelt Island. Cornell is also mitigating impacts identified in the FEIS, including providing funding for enhanced Red Bus service if existing service is impacted. Further, the Commission notes that FEIS prepared as part of the application did not identify any significant public infrastructure impacts related to the development of the campus on Roosevelt Island.

Conclusion

The Commission is pleased to approve this package of actions to facilitate this well-considered proposal to create a unique development on soon-to-be underutilized City-owned land. The proposal is needed if New York City is to continue becoming a more welcoming location for the technology industry, an industry that is focused on the applied sciences. The proposal, as modified, addresses significant challenges that would be faced by the applicants during construction while at the same time the proposal strives to ensure that the construction and eventual operation of the campus will not threaten the essential character of Roosevelt Island.

The Commission believes that this proposal will produce great benefits for the City, including increasing the City's business competitiveness and encouraging the creation of well-paying jobs for New York City residents, as well as increasing the City's academic resources with the location of a new campus run by two of the world's premier scientific universities.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued on March 8, 2013, with respect to this application (CEQR No. 12DME004M), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act & regulations, has been met and that,

1. Consistent with social, economic, and other essential considerations, from among the reasonable alternatives thereto, the action is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and
2. The adverse environmental impacts disclosed in the FGEIS will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval, in accordance with an environmental commitment letter, dated March 19, 2013, from Cornell and acknowledged and accepted by EDC, those project

components related to the environment and mitigation measures that were identified as practicable.

This report of the City Planning Commission, together with the FEIS, constitute the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, by the City Planning Commission, pursuant to Section 200 of the New York City Charter, that based on the environmental determination, and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and subsequently amended, is further amended as follows:

Matter in underline is new, to be added;

Matter in ~~strikeout~~ is old, to be deleted;

Matter in # # is defined in Section 12-10;

* * * indicate where unchanged text appears in the Zoning Resolution

* * *

11-12

Establishment of Districts

* * *

Establishment of the Special Southern Hunters Point District

* * *

Establishment of the Special Southern Roosevelt Island District

In order to carry out the special purposes of this Resolution as set forth in Article XIII, Chapter 3, the #Special Southern Roosevelt Island District# is hereby established.

* * *

12-10

Definitions

* * *

Establishment of the Special Southern Hunters Point District

* * *

The “Special Southern Roosevelt Island District” is a Special Purpose District designated with the letters “SRI” in which regulations set forth in Article XIII, Chapter 3, apply. The #Special Southern Roosevelt Island District# appears on #zoning maps# superimposed on other districts and, where indicated, its regulations supplement, modify and supersede those of the districts on which it is superimposed.

* * *

Article XIII – Special Purpose Districts

Chapter 3

Special Southern Roosevelt Island District

* * *

133-00

GENERAL PURPOSES

The #Special Southern Roosevelt Island District# established in this Resolution is designed to promote and protect public health, safety and general welfare. These general goals include, among others, the following specific purposes:

- (a) providing opportunities for the development of an academic and research and development campus in a manner that benefits the surrounding community;
- (b) allowing for a mix of residential, retail, and other commercial uses to support the academic and research and development facilities and complementing the urban fabric of Roosevelt Island;
- (c) establishing a network of publicly accessible open areas that take advantage of the unique location of Roosevelt Island and that integrate the academic campus into the network of open spaces on Roosevelt Island and provide a community amenity;
- (d) strengthening visual and physical connections between the eastern and western shores of Roosevelt Island by establishing publicly accessible connections through the Special District and above grade view corridors;
- (e) encouraging alternative forms of transportation by eliminating required parking and placing a maximum cap on permitted parking;

- (f) providing flexibility of architectural design within limits established to assure adequate access of light and air to the street and surrounding waterfront open areas, and thus to encourage more attractive and innovative building forms; and
- (g) promoting the most desirable use of land in this area and thus conserving the value of land and buildings, and thereby protect the City's tax revenues.

133-01
Definitions

Definitions specifically applicable to this Chapter are set forth in this Section and may modify definitions set forth in Section 12-10 (DEFINITIONS). Where matter in italics is defined both in Section 12-10 and in this Chapter, the definitions in this Chapter shall govern.

Base Plane

The definition of "base plane" is hereby modified to mean elevation 19.0, which elevation reflects the measurement in feet above Belmont Island Datum, which is 2.265 feet below the mean sea level at Sandy Hook, NJ.

Development Parcel

The "Development Parcel" shall mean all of the property located within the boundaries of the #Loop Road#, as shown on Map 1 in Appendix A of this Chapter. The #Development Parcel# shall be deemed a single #zoning lot# for the purpose of applying all regulations of this Resolution.

Loop Road

The "Loop Road" shall be comprised of the East Loop Road, the North Loop Road, the South Loop Road, and the West Loop Road, as shown on Map 1 in Appendix A of this Chapter. All such roads shall be deemed separate #streets# for the purposes of applying all regulations of this Chapter and shall not generate #floor area#.

133-02
General Provisions

The provisions of this Chapter shall apply within the #Special Southern Roosevelt Island District#. The regulations of all other Chapters of this Resolution are applicable, except as superseded, supplemented or modified by the provisions of this Chapter. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

133-03

District Plan and Maps

The regulations of this Chapter are designed to implement the #Special Southern Roosevelt Island# District Plan.

The District Plan includes the following maps:

Map 1 – Special Southern Roosevelt Island District, Development Parcel, and Loop Road

Map 2 – Public Access Areas

The Maps are located in Appendix A of this Chapter and are hereby incorporated and made part of this Resolution. The Maps are incorporated for the purpose of specifying locations where the special regulations and requirements set forth in the text of this Chapter apply.

133-04

Applicability of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations)

The provisions of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations) shall not apply in the #Special Southern Roosevelt Island District#. In lieu thereof, a maximum of 500 #accessory# parking spaces shall be permitted, which may be made available for public use.

However, bicycle parking shall be provided in accordance with the provisions of Section 36-70 (BICYCLE PARKING).

133-05

Applicability of Special Regulations Applying in the Waterfront Area

The provisions of Article VI, Chapter 2 (Special Regulations Applying in the Waterfront Area) shall not apply in the #Special Southern Roosevelt Island District#. In lieu thereof, the area between the shoreline and the western #street line# of the #West Loop Road# and the area between the shoreline and the eastern #street line# of the #East Loop Road# shall be used exclusively for open recreational uses, and shall be accessible to the public at all times.

133-10

SPECIAL USE REGULATIONS

133-11

Additional Uses

Within the #Development Parcel#, the provisions of Section 32-10 (Uses Permitted As-Of-Right) are modified to permit Use Group 17B research, experimental or testing laboratories. Any Use

Group 17B #uses# within the #Development Parcel# shall conform with the performance standards of Section 42-20 (Performance Standards), inclusive, applicable to such #use# as in an M1 zoning district.

133-12

Location within buildings

Within the #Development Parcel#, the provisions of Section 32-422 (Location of floors occupied by commercial uses) shall not apply.

133-20

SPECIAL BULK REGULATIONS

Within the #Development Parcel#, the special #bulk# regulations of this Section 133-20, inclusive, shall apply.

133-21

Floor Area Ratio

The #floor area# provisions of Section 23-14 (Minimum Required Open Space, Open Space Ratio, Maximum Lot Coverage and Maximum Floor Area Ratio), shall be modified to permit a maximum #residential floor area ratio# of 3.44 without regard to #height factor#. In addition, the maximum permitted #floor area ratio# for a Use Group 17B research, experimental or testing laboratory shall be 3.40.

133-22

Lot Coverage

The #open space ratio# requirements of Section 23-14 (Minimum Required Open Space, Open Space Ratio, Maximum Lot Coverage and Maximum Floor Area Ratio), and the #lot coverage# requirements of Sections 23-14 (Minimum Required Open Space, Open Space Ratio, Maximum Lot Coverage and Maximum Floor Area Ratio) and 24-11 (Maximum Floor Area Ratio and Percentage of Lot Coverage) shall not apply. In lieu thereof, the aggregate #lot coverage# for all #buildings# shall comply with the following:

- (a) The maximum #lot coverage# from the #base plane# to a height that is 20 feet above the #base plane# shall be 70 percent.
- (b) The maximum #lot coverage# from a height that is more than 20 feet above the #base plane# to a height that is 60 feet above the #base plane# shall be 60 percent.
- (c) The maximum #lot coverage# from a height that is more than 60 feet above the #base plane# to a height that is 180 feet above the #base plane# shall be 45 percent.

(d) The maximum #lot coverage# above a height of 180 feet above the #base plane# shall be 25 percent.

The City Planning Commission may authorize an increase in the maximum #lot coverage# as set forth in paragraph (c) of this section to up to 55%, upon finding that such increase is necessary to achieve the programmatic requirements of the development, and will not unduly restrict access of light and air to publicly accessible areas and #streets#.

133-23 **Height and Setback**

The height and setback regulations of Sections 23-60, 24-50, and 33-40 shall apply except as modified by this Section. All heights shall be measured from the #base plane#.

133-231 **Modification of height and setback controls**

#Buildings or other structures# may exceed the underlying height and setback regulations for a percentage of the length of each #street line# of the #Loop Road# as follows:

- (a) #North Loop Road#: 65 percent
- (b) #East Loop Road#: 35 percent
- (c) #West Loop Road#: 35 percent
- (d) #South Loop Road#: 65 percent

Furthermore, the #street line# length percentage limitations set forth in paragraphs (a) through (d) of this Section may be exceeded by one percentage point for every two percentage points that the #lot coverage# within 50 feet of a #street line# is less than the following percentage:

- (1) #North Loop Road#: 50 percent
- (2) #East Loop Road#: 30 percent
- (3) #South Loop Road#: 50 percent
- (4) #West Loop Road#: 30 percent

All portions of #buildings or other structures# that exceed the underlying height and setback regulations in accordance with this Section shall comply with the height regulations of Section 133-232.

133-232
Height regulations

For the portion of any #building or other structure# exceeding the height and setback controls set forth in Section 133-231, the maximum height of such portion located within 500 feet of the #North Loop Road# shall be 320 feet, exclusive of permitted obstructions allowed by the underlying height and setback regulations, and the maximum height for any such portion on the remainder of the #Development Parcel# shall be 280 feet, exclusive of such permitted obstructions.

133-233
Maximum area of stories above a height of 180 feet

The gross area of any #story# located entirely above a height of 180 feet shall not exceed 15,000 square feet. Where a single #building# has two or more portions located above 180 feet that are entirely separate from one another above such height, each such portion shall not exceed a gross area of 15,000 square feet for any #story# located in whole or part above 180 feet.

133-234
Permitted Obstructions

Sections 23-51 (Permitted Obstructions), 24-62 (Permitted Obstructions) and 33-42 (Permitted Obstructions) shall be modified to allow #accessory# energy generating systems on the roof of a #building#, or any other structures supporting such systems, as permitted obstructions, without limitations.

133-24
Distance Between Buildings

The requirements of Sections 23-70 (Minimum Required Distance Between Two or More Buildings on a Single Zoning Lot) and 23-82 (Building Walls Regulated by Minimum Spacing Requirements) shall not apply, provided that if two or more #buildings# or portions of #buildings# are detached from one another at any level, such #buildings#, or such detached portions of #buildings# shall at no point be less than eight feet apart at or below a height of 180 feet, and shall at no point be less than 60 feet apart above a height of 180 feet.

133-25
Modification of Bulk Regulations

Within the #Special Southern Roosevelt Island District#, the City Planning Commission may, by special permit, allow a modification of the #bulk# regulations of this Chapter and the underlying #bulk# regulations, except #floor area# regulations, provided the Commission finds that:

- (4) such modifications are necessary to achieve the programmatic requirements of the academic and research and development campus;
- (b) such distribution of #bulk# will result in better site planning and will thus benefit both the residents, occupants or users of the #Special Southern Roosevelt Island District# and the surrounding neighborhood;
- (c) such distribution of #bulk# will permit adequate access of light and air to surrounding public access areas, #streets# and properties; and
- (d) that such distribution of #bulk# will not unduly increase the #bulk# of #buildings# in the #Special Southern Roosevelt Island District#, to the detriment of the occupants or users of #buildings# in the #Special Southern Roosevelt Island District# or on nearby #blocks#.

133-30
PUBLIC ACCESS AREAS

At least 20 percent of the #lot area# of the #Development Parcel# shall be publicly accessible and shall include, but need not be limited to, a Central Open Area, a North-South Connection, and a Waterfront Connection Corridor, the size and location requirements for which are set forth in Section 133-31. Any supplemental public access areas provided in order to meet the minimum public access #lot area# requirements of this Section shall comply with the requirements of paragraph (d) of Section 133-31. Design and operational standards for such public access areas are set forth in Section 133-32.

133-31
Size and Location of Public Access Areas

- (a) Central Open Area

A Central Open Area shall front upon the #West Loop Road# for a minimum linear distance of 150 feet and be located at least 300 feet south of the #North Loop Road#, and at least 300 feet north of the #South Loop Road#. The Central Open Area shall be at least 30,000 square feet in area, with no portion having a dimension less than 20 feet in all directions counting towards such minimum area.

- (b) North-South Connection

A continuous pedestrian connection shall be provided through the #Development Parcel# from the #North Loop Road#, or from the #West Loop Road# or #East Loop Road# within 200 feet of the #North Loop Road#, to the #South Loop Road#, or to the #West Loop Road# or #East Loop Road# within 200 feet of the #South Loop Road#. Such North-South connection shall have a minimum width of 50 feet throughout its required length.

The North-South Connection shall include at least one segment with a minimum length of 300 feet located more than 100 feet from both the #West Loop Road# and #East Loop Road#.

The North-South Connection shall connect to the Central Open Area either directly, or through a supplemental public access area having a minimum width of 30 feet. In the event that the North-South Connection traverses the Central Open Area, the area within the North-South Connection, as determined by its length and minimum required width shall not be included in the 30,000 square foot minimum area of the Central Open Area.

There shall be at least one publicly accessible connection from each of the #East Loop Road# and the #West Loop Road# to the North-South Connection. Such connections shall have a minimum width of 30 feet, and shall be located a minimum of 300 feet south of the #North Loop Road# and a minimum of 300 feet north of the #South Loop Road#. In addition, such connections may be coterminous with the Waterfront Connection Corridor required by paragraph (c) of this Section.

(c) Waterfront Connection Corridor

A Waterfront Connection Corridor shall be provided through the #Development Parcel# allowing for pedestrian access between the western boundary of the #East Loop Road# and either the eastern boundary of the #West Loop Road# or the eastern boundary of the Central Open Area. Such corridor shall be located in its entirety in the area located 300 feet south of the #North Loop Road# and 300 feet north of the #South Loop Road#. The Waterfront Connection Corridor shall have a minimum width of 30 feet.

(d) Supplemental Public Access

Supplemental public access areas may be located anywhere within the #Development Parcel#, provided such areas have a minimum dimension of 20 feet in all directions and connect directly to one or more of the #Loop Roads#, the North-South Connection, the Central Open Space, and the Waterfront Connection Corridor.

133-32

Design Requirements for Public Access Areas

(a) Level of public access areas and limits on coverage

At least 80 percent of publicly accessible areas shall be located at grade level, or within five feet of grade level, as such grade level may change over the #Development Parcel#, and shall be open to the sky. The remainder of such publicly accessible areas may be enclosed, covered by a structure, or located more than five feet above or below grade level, provided that such publicly accessible areas are directly accessible from public access areas that are at grade level or within five feet of grade level, and in all cases have a minimum clear height of 15 feet.

At least 50% of the linear #street# frontage for the Central Open Area required under Section 133-31(a) shall be located at the same elevation as the adjoining sidewalk of the #West Loop Road#. At least 80% of the area of the Central Open Area shall be open to the sky, and the remainder may be open to the sky or covered by a #building or other structure#. A minimum clear height of 30 feet shall be provided in any area of the Central Open Area covered by a #building or other structure#.

The northern and southern access points to the North-South Connection shall be located at the same elevation as the adjoining public sidewalk. The elevation of the North-South Connection may vary over the remainder of its length. At least 70 percent of the area of the North-South Connection shall be open to the sky, and the remainder may be open to the sky or covered by a #building or other structure#. A minimum clear height of 15 feet shall be provided in any area of the North-South Connection covered by a #building or other structure#.

Any portion of the Waterfront Connection Corridor that is covered by a #building# or located within a #building#, shall have a minimum clear height of 30 feet, provided that overhead walkways, structures and lighting occupying in the aggregate no more than 10 percent of the area of the Waterfront Connection Corridor, as determined by the minimum required width, shall be permitted within the required clear height.

(b) Clear paths

The North-South Connection and the Waterfront Connection Corridor shall each have a clear path of 12 feet throughout their entire required lengths, including those connections required between the North-South Connection and the #East# and #West Loop Roads#. All such clear paths shall be accessible to persons with disabilities.

(c) Permitted obstructions

Permitted obstructions allowed under paragraph (a) of Section 62-611 may be located within any required public access area, provided that no such permitted obstructions shall be located within a required clear path. Furthermore, kiosks may be up to 500 square feet in area, and open air cafes may occupy not more than five percent of any required public access area.

(d) Seating

A minimum of one linear foot of seating shall be provided for each 200 square feet of required public access areas. 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. All required seating shall comply with the following standards:

- (1) Seating shall have a minimum depth of 18 inches. Seating with 36 inches or more in depth may count towards two seats, provided there is access to both sides. When required

seating is provided on a planter ledge, such ledge must have a minimum depth of 22 inches.

- (2) Seating shall have a height not less than 16 inches nor greater than 20 inches above the level of the adjacent walking surface. However, as described in paragraph (5) of this Section, seating steps may have a height not to exceed 30 inches and seating walls may have a height not to exceed 24 inches.
- (3) At least 50 percent of the linear feet of fixed seating shall have backs at least 14 inches high and a maximum seat depth of 20 inches. Walls located adjacent to a seating surface shall not count as seat backs. All seat backs must either be contoured in form for comfort or shall be reclined from vertical between 10 to 15 degrees.
- (4) Moveable seating shall be credited as 24 inches of linear seating per chair. All moveable seats must have backs and a maximum seat depth of 20 inches. Moveable chairs shall not be chained, fixed, or otherwise secured while the public access area is open to the public.
- (5) Seating steps and seating walls may be used for required seating if such seating does not, in aggregate, represent more than 15 percent of the linear feet of all required seating. Seating steps shall not include any steps intended for circulation and must have a height not less than six inches nor greater than 30 inches and a depth not less than 18 inches. Seating walls shall have a height not greater than 18 inches; such seating walls, however, may have a height not to exceed 24 inches if they are located within 10 feet of an edge of a public access area.

Seating shall be provided in the Central Open Area in an amount equal to a minimum of one linear foot for every 100 square feet of the Central Open Area. Such seating shall include at least one moveable chair for every 500 square feet of the Central Open Area, and at least one other seating type. One table shall be provided for every four moveable chairs. At least 15 percent of the required seating shall be located within 20 feet of any #Loop Road#, and at least 10 percent of such required seating shall be located within 20 feet of the North-South Connection or any Supplemental Public Access Area that connects the Central Open Area to the North-South Connection.

Seating shall be provided in the North-South Connection in an amount equal to at least one linear foot for every 150 square feet of the North-South Connection. At least 20 linear feet of such seating shall be located within 20 feet of its northern entrance and an additional 20 linear feet of such seating shall be located within 20 feet of its southern entrance. There shall be at least two types of seating in the North-South Connection.

Seating for open air cafes may be used by members of the public regardless of whether such persons are patrons of a café when not being used for service.

(e) Planting

At least 20 percent of the required public access areas on the #Development Parcel# shall be comprised of planted areas, including planting beds and lawns.

At least 30 percent of the Central Open Area shall be planted with lawns, planting beds, or a combination thereof.

(f) Hours

All required public access areas shall be open daily from 6:00 am to 10:00 pm. Signs stating that the North-South Connection is publicly accessible shall be posted at its northern and southern entrances. Signs indicating that the Central Open Space is publicly accessible shall be posted at its entrance from the West Loop Road and the North-South Connection.

133-40

BUILDING PERMITS

The Department of Buildings shall not approve any application for a building permit for a #development# or an #enlargement# unless such application shows the location of the Central Open Area, the North-South Connection and the Waterfront Connection Corridor, and any Supplemental Public Access Areas, for the purposes of demonstrating that the required amount of public access area, as set forth in Sections 133-30 and 133-31, is able to be accommodated on the #Development Parcel#.

133-50

PHASING

The public access areas required pursuant to Section 133-30, inclusive, may be built out in phases on the #Development Parcel# in accordance with this Section.

No temporary or permanent certificate of occupancy from the Department of Buildings may be issued for more than 300,000 square feet of #floor area# #developed# or #enlarged# on the #Development Parcel#, until the Chairperson of the City Planning Commission certifies to the Commissioner of Buildings that at least 25,000 square feet of public access area is substantially complete and open to the public.

No temporary or permanent certificate of occupancy from the Department of Buildings may be issued for more than 500,000 square feet of #floor area# #developed# or #enlarged# on the #Development Parcel#, until the Chairperson of the City Planning Commission certifies to the Commissioner of Buildings that at least 40,000 square feet of public access area is substantially complete and open to the public. The Central Open Area shall be part of the public access area required to be substantially completed and open to the public under this paragraph.

No temporary or permanent certificate of occupancy from the Department of Buildings may be issued for each additional 200,000 square feet of #floor area# #developed# or #enlarged# on the #Development Parcel#, until the Chairperson of the City Planning Commission certifies to the Commissioner of Buildings that an additional 12,000 square feet of public access area is substantially completed and open to the public. A portion of the North-South Connection connecting at least one of the #Loop Roads# and the Central Open Area shall be substantially completed and open to the public prior to obtaining a temporary or permanent certificate of occupancy for more than 750,000 square feet of #floor area# #developed# or #enlarged# on the #Development Parcel#. The Waterfront Connection shall be substantially completed and open to the public prior to obtaining a temporary or permanent certificate of occupancy for more than 900,000 square feet of #floor area# #developed# or #enlarged# on the #Development Parcel#.

Except as set forth above, the open space provided pursuant to this Section may include interim open space areas, provided that no temporary or permanent certificate of occupancy from the Department of Buildings may be issued for more than 1,700,000 square feet of #floor area# #developed# or #enlarged# on the #Development Parcel# until the Chairperson of the City Planning Commission certifies to the Commissioner of Buildings that all of the Central Open Area, the North-South Connection, and the Waterfront Connection are substantially complete and open to the public.

Not more than 20 percent of the #lot area# of the #Development Parcel# shall be required to be improved as public access areas, and the obligation to provide public access areas in accordance with paragraphs (a), (b), (c), and (d) of this Section shall terminate at such time as 20 percent of the #lot area# of the #Development Parcel# has been improved as public access areas and has been opened to the public.

133-60 **MODIFICATION OF PUBLIC ACCESS AREAS**

Any public access area may be modified, eliminated, or reconfigured over time, provided that such modification, elimination, or reconfiguration does not reduce the amount of public access area required under Section 133-40 (Phasing) for the amount of #floor area# located on the #Development Parcel# at the time of such activity. Any modified or reconfigured public access area shall comply with the applicable provisions of Section 133-30 (PUBLIC ACCESS AREAS), inclusive.

133-70 **NO-BUILD VOLUME**

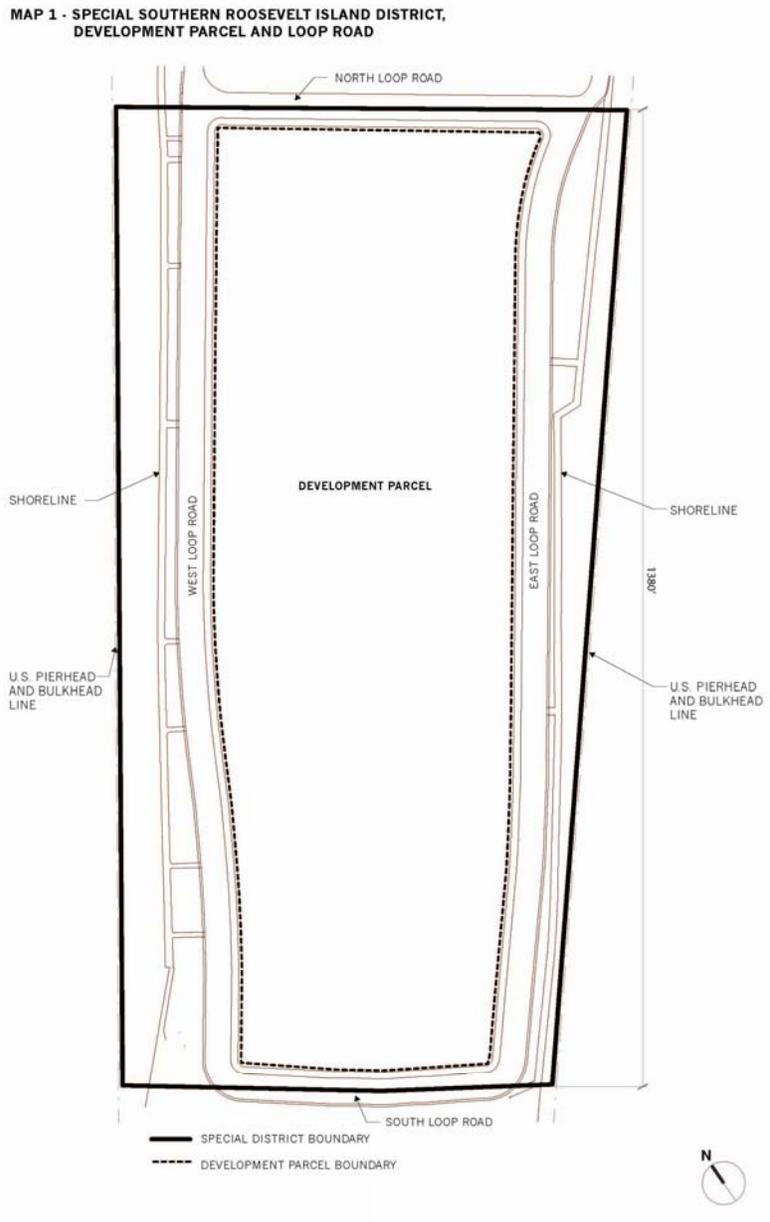
A volume shall be established on the #Development Parcel# between a line that is 300 feet south of the #North Loop Road# and a line that is 300 feet north of the #South Loop Road#. Such volume shall extend from the #East Loop Road# to the #West Loop Road# along a line that is within 30 degrees of the line connecting true east and true west. The minimum width of such

volume shall be 50 feet, with its lowest level 60 feet above the #base plane#. Such volume shall be open to the sky. No obstructions of any kind shall be permitted within such volume.

APPENDIX A

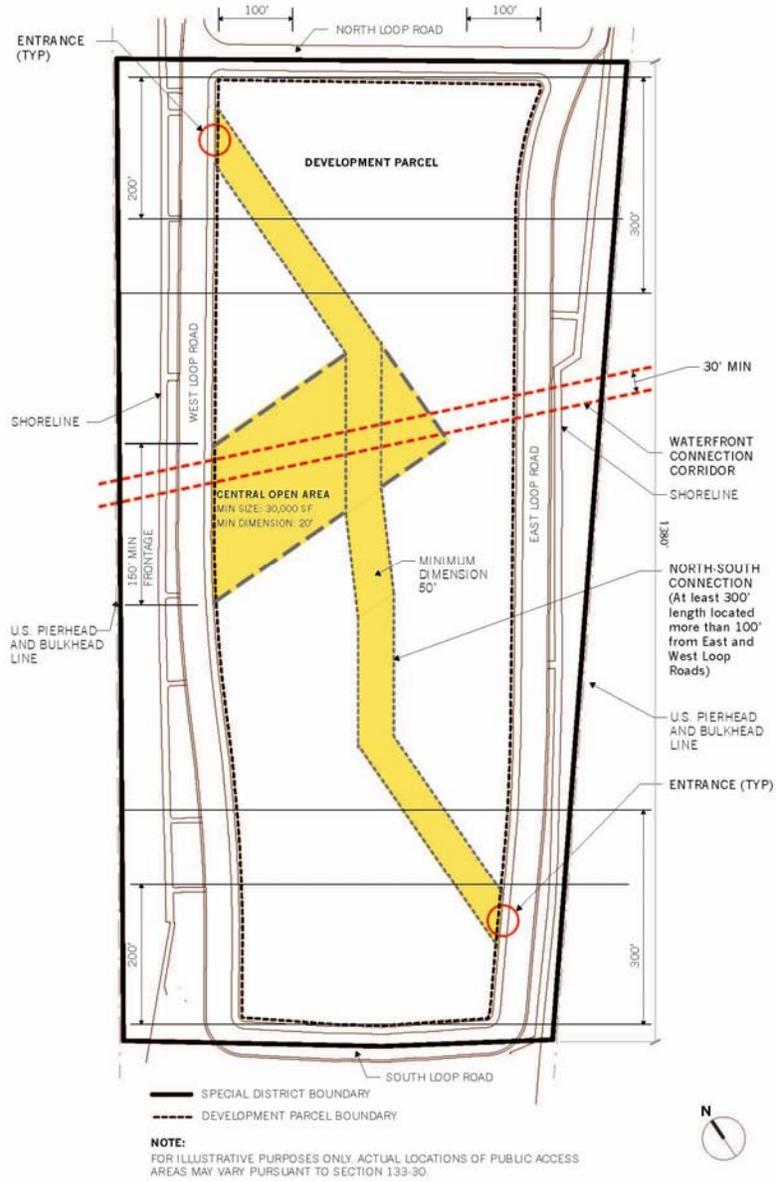
#Special Southern Roosevelt Island District# Plan

Map 1 – Special Southern Roosevelt Island District, Development Parcel and Loop Road



Map 2 – Public Access Areas

MAP 2 - PUBLIC ACCESS AREAS



The above resolution, duly adopted by the City Planning Commission on March 20, 2013 (Calendar No. 10), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, FAICP, Chair

KENNETH J. KNUCKLES, ESQ., Vice Chairman

ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,

ALFRED C. CERULLO, III, BETTY Y. CHEN, MARIA M. DEL TORO,

JOSEPH I. DOUEK, RICHARD W. EADDY, ANNA HAYES LEVIN,

ORLANDO MARIN, Commissioners

MICHELLE R. DE LA UZ, Commissioner Voting No