

Testimony of Eugene Lee

Senior Policy Advisor to the Deputy Mayor for Economic Development

New York City Council

April 30, 2013

Good morning distinguished members of the City Council, and thank you for the opportunity to appear before you today.

My name is Eugene Lee, and I am Senior Policy Advisor to Deputy Mayor for Economic Development Robert Steel. I am pleased to be joined by Seth Pinsky, President of the New York City Economic Development Corporation.

On behalf of the Bloomberg Administration, we are pleased to be here to discuss the Cornell NYC Tech campus on Roosevelt Island, one of our most significant and impactful economic development initiatives. I'd like to provide an overview and discuss how Cornell NYC Tech fits within Applied Sciences NYC and Mayor Bloomberg's broader economic development agenda.

As you know, it has been a top priority of the Bloomberg Administration to diversify the City's economy and position it for continued future leadership. As STEM fields become more prominent, there is an increasing shortage of individuals with the skills sought by companies in all sectors. Whether you are a media startup looking for programmers to build the latest app, or an established company looking for data scientists to analyze and understand customer behavior, there is far more demand for these workers than there is supply.

Applied Sciences NYC addresses this mismatch by building upon the strength of our technology ecosystem to attract even more of the best and brightest individuals from around the

world to New York City. By creating a new, world-renowned applied sciences campus, and accelerating the expansion of our existing institutions, we will alter the City's economic trajectory to become a leading center for tech and innovation in the decades to come.

Cornell NYC Tech will dramatically increase the number of engineering graduate students and faculty, creating a more robust talent pipeline that growing companies desperately need. It will generate billions in overall economic activity over the next three decades, as well as meaningful tax revenues to the City. The campus will help create thousands of construction and permanent jobs, and facilitate the creation of hundreds of startups.

The business community, particularly the tech sector, has embraced Cornell NYC Tech enthusiastically. Google generously donated thousands of square feet in its Chelsea offices for Cornell to build and launch immediately, as the Roosevelt Island campus is being constructed. This past January, the first cohort of students enrolled in the "beta" class to pursue a masters in computer science. Additional degree programs are planned in fields such as electrical engineering and information science, as well as a tech-oriented MBA. These programs will have an entrepreneurial focus and will encourage linkages with local business and community partners.

From the outset, our intention was always for the selected university to become an integral part of the City. Throughout this process, Cornell has demonstrated their commitment to this ideal through vigorous engagement with residents, businesses, civic and elected leaders to discuss their plans, and understand and address any concerns. While they can discuss specific measures in greater detail, Cornell has made clear they will seek to minimize disruption to residents. Cornell has also committed to provide certain services and infrastructure improvements, such as building

and maintaining almost three acres of publicly accessible open space, and widening and rebuilding the loop road.

After the campus is built, Cornell will remain actively engaged, naming a Liaison to work with community and elected officials and providing space for Roosevelt Island groups and organizations to meet. They are off to a fast start on their commitment to create education enhancement programs for 10,000 students and 200 teachers, agreeing to work with several City schools on tech education this year.

This complements another Bloomberg Administration priority of significantly increasing computer science education opportunities for New York City students. While Applied Sciences NYC focuses on the graduate school level, we believe it is critically important to encourage younger students to pursue studies that will equip them for the jobs of the future. This past fall, in close partnership with the private sector, the City launched the first Academy for Software Engineering, a high school focused on computer science, and will open a second location in the Bronx this fall. In addition, the DOE's Software Engineering Pilot will establish computer science curriculums in 10 middle and 10 high schools in all five boroughs, reaching thousands of students. While the graduates of Cornell NYC Tech will be immediately valuable for companies looking to hire and grow, these middle and high school students are also an essential part of our strategy to strengthen and solidify New York City's long-term economic prospects.

In what remains a challenging economic climate for many, we take very seriously the charge to maximize returns to the City whenever deploying precious taxpayer resources. This project is a great demonstration of getting "bang for our buck", and Cornell NYC Tech has already and will continue to generate considerable private and philanthropic support. While much remains to be

done on a project of this scale, Cornell and the Technion have made enormous strides, and we are pleased that the City's seed investment has already generated substantial returns.

A bold program like Cornell NYC Tech can only succeed with the broad support of the City's academic, business, civic and government leaders. We understand that many of you have been personally encouraging and involved, and we sincerely appreciate your support. The Mayor's initiative was created with the long-term future of New York City in mind, and its impact will be felt for generations. With new students and faculty already in New York City and a major construction project about to begin, the near term benefits of Cornell NYC Tech are apparent, and will be considerable.

With that, I would like to thank you once again for the opportunity to testify, and look forward to answering your questions.



**New York City Economic Development Corporation**  
**New York City Council Oversight Hearing:**  
**Cornell NYC Tech Campus on Roosevelt Island**  
**Seth W. Pinsky, President**  
**April 30, 2013**

Good morning Chairman Weprin and members of the Subcommittee on Zoning and Franchises. I am Seth Pinsky, President of the New York City Economic Development Corporation (“NYCEDC”), and together with Eugene Lee, Senior Policy Advisor in Deputy Mayor Robert Steel’s office, I am pleased to speak with you today about the Cornell NYC Tech campus on Roosevelt Island. This historic project is one piece of the Bloomberg Administration’s broader efforts to promote science and engineering in New York City, and we believe that this campus will have a transformative impact on the City. After my presentation, I will be happy to answer questions.

Applied Sciences NYC was initiated in response to the economic downturn of 2008, as Mayor Bloomberg sought to identify a bold initiative that would have a major impact on economic growth. The initiative was developed after hundreds of conversations that the Administration held with academic, business, and community leaders, during which we heard a consistent message: around the globe, nearly all major centers of innovation have, at their core, a critical mass of applied sciences research and development and talent creation. Though we have excellent institutions of higher learning in New York City—in fact, some of the best in the world—given the size of our economy, with a Gross Metropolitan Product larger than Mexico’s Gross Domestic Product, and given the size of our ambition, to be not just a leader, but the leader in innovation in the 21<sup>st</sup> Century, we simply did not have enough of it.

Responding to this, we launched the "Applied Sciences NYC" competition in December 2010. The competition made a proposal to universities both inside and outside of New York City: if a university were willing to make a significant incremental investment that would materially increase engineering activity here, we would provide land, if needed; a monetary contribution; and technical assistance. Responses to this competition exceeded our expectations, both in terms of quality and quantity. In fact, in the competition's final round, we received proposals from 17 leading institutions from countries around the world.

In December 2011, Mayor Bloomberg was able to announce the first winner of our competition: the historic partnership between Cornell University and The Technion-Israel Institute of Technology. The partnership submitted a proposal that was both ambitious in scale and aggressive in timing, and brought with it a pledge of some \$350 million in private philanthropy. As you know, at full build-out, the Cornell-Technion campus on Roosevelt Island will total 2 million square feet and will leverage a direct investment of \$2 billion from the universities. The partnership's plans also call for a \$150 million investment fund targeting New York City-based start-ups, as well as educational programming that will reach ten thousand public school students per year. To help get this partnership off the ground, just last week, Mayor Bloomberg announced a naming gift from Dr. Irwin and Joan Jacobs to found the Jacobs Technion-Cornell Innovation Institute, a critical piece of the Roosevelt Island plan.

As you heard from Mr. Lee, the Cornell NYC Tech campus alone will have a dramatic impact on our City's economy. But this campus is only one piece of our broader efforts to cultivate science and engineering in the City. For example, in 2012,

Mayor Bloomberg announced two additional winners of our Applied Sciences competition. The first is a consortium led by New York University and NYU-Poly that also includes CUNY and Carnegie Mellon University, among other schools, as well as corporate partners such as IBM and Cisco. The project being launched by this consortium, the Center for Urban Science and Progress (CUSP), opened in its temporary home in Downtown Brooklyn earlier this month, with its permanent home to be completed in 2017. The third winner of our competition is Columbia University's engineering school, which is creating a new Institute for Data Sciences and Engineering, in connection with which the school has pledged to increase its engineering faculty by some 50 percent.

Beyond solving some of the great challenges of the 21<sup>st</sup> Century, these three Applied Sciences projects will, together, cement New York City's status as a leader in innovation and help to secure the City's economic future. Not only do these projects represent billions of dollars in new direct investment, we also project that they will create more than 48,000 permanent and construction jobs over the next three decades. Over the same time period, we anticipate that they will spin out nearly 1,000 companies, creating thousands of indirect jobs. Perhaps most importantly, the three campuses will, at full build-out, collectively more than double the existing number of full-time graduate engineering students in New York City. In sum, these campuses will help to sustain industries in which we have traditionally been strong and to spur growth in new industries with great promise in the 21<sup>st</sup> Century.

As you can see, Applied Sciences NYC is a far-reaching effort that we believe will strengthen our economy for years to come. For us to be successful in our goal of

turning New York into the capital of innovation in the 21<sup>st</sup> Century, we know that top-quality research and training at the highest level is a necessary ingredient. Alone, however, it is not sufficient. That is why the Administration's strategy consists of a wide range of additional elements.

For example, partnering with CUNY, New York City College of Technology, and IBM, in 2011, the Administration, through the Department of Education, launched a new computer-science focused high school, Pathways in Technology Early College High School, or "P-Tech," located in Crown Heights, Brooklyn. Earlier this year, the school was heralded by President Obama in his State of the Union address as a model for innovative technology-based schools. The school runs through the 12<sup>th</sup> grade and provides students with the opportunity to receive an Associate's Degree, as well—meaning that students will graduate not only with a strong background in computer science, but also with the training to begin working at IBM and other technology companies right here in New York.

Meanwhile, a second new public school with a computer science focus, the Academy for Software Engineering, opened near Union Square last year, and is serving students from across the City. Earlier this month, the Mayor and Chancellor Walcott announced that both the P-Tech and Academy for Software Engineering models will be replicated in new schools scheduled to open in the coming school year.

In yet another example of our commitment to bringing the benefits of the innovation economy to the broadest possible population, last summer we launched NYC Generation Tech—a technology entrepreneurship program for promising New York City high school students. The program, which focuses on those from disadvantaged

backgrounds who are interested in pursuing careers in computers and technology, includes a summer bootcamp and a successful mentoring program. Our plan is to run the program again this coming summer.

Mayor Bloomberg recently launched yet another science-related program: the so-called "LINK initiatives." These initiatives include pilot training programs providing New Yorkers who lack advanced training with the skills they need to obtain jobs in sectors critical to the 21<sup>st</sup> Century economy, like healthcare and technology. Through initiatives like these, we are taking action right now to nurture the talent of promising technologists at many different ages to ensure that they have the skills necessary to work at, and create, companies right here in New York City.

With the continued support of the City Council, we at NYCEDC are confident that the Cornell NYC Tech campus, the Applied Sciences NYC initiative more broadly, and the many other initiatives to expand opportunities in the innovation economy launched under Mayor Bloomberg will help us to achieve our goal of making New York the world's hub of innovation, propelling us to success in the years ahead. In our increasingly competitive, global economy, achieving this goal is no longer just a luxury, but is an imperative upon which our economic future literally depends.

I would be happy to answer your questions.

###



42 BROADWAY  
SUITE 2010  
NEW YORK, NY 10004  
[www.chpcny.org](http://www.chpcny.org)

**Testimony of  
Zoning Committee  
Citizens Housing & Planning Council  
on the proposed Manhattan Core parking text amendment  
April 30, 2013**

The Zoning Committee of the Citizens Housing & Planning Council (CHPC) has reviewed the proposed text submitted by the Department of City Planning to revise the zoning regulations governing off-street parking in the Manhattan Core.

We fully support these revisions and applaud the vision of the Department of City Planning to re-examine regulations that were initiated 30 years ago, study how they are working in practice today, eradicate references to antiquated requirements, and to establish our new land use priorities. We are in favor of the Department's efforts to continue this approach to parking policies throughout the city.

As the Manhattan Core parking study showed, the current regulations do not reflect the way parking is being used today. Allowing all parking in new accessory facilities to be made available to the public will allow accessory parking to be used as a shared resource and will better

support the needs of a 24 hour city with differing needs throughout the day and the week. The increase in floor area exemptions for automated parking, and the increased flexibility for rental vehicle parking, will encourage the prevalence of smart technologies that can offer extra efficiencies in the future.

We also believe that the new special permit findings and new special permits for economic generators will allow for a more sophisticated, rational decision-making process for increases over as of right parking maximums.

Of the other revisions, the CHPC Zoning Committee is particular grateful for the eradication of references to minimum parking requirements for certain forms of affordable housing. The high costs of building structured parking cannot be easily passed on to the residents of affordable units, therefore minimum requirements act as a financial burden on affordable and mixed income buildings. Every attempt to facilitate the development of affordable housing units should be fully embraced and the new clarity on this topic is warmly welcomed. We also fully support the revision that makes it easier for the reduction or removal of pre1982 required parking.

Finally, we would like to commend the Department of City Planning for their diligent and extensive consultation process on these revisions. They presented, listened, amended, presented and listened again to a multitude of voices and we believe that this technique makes for sound planning policies.

**TESTIMONY OF  
ANDREW S. HOLLWECK, VICE PRESIDENT  
NEW YORK BUILDING CONGRESS  
BEFORE THE  
NEW YORK CITY COUNCIL  
SUBCOMMITTEE ON ZONING AND FRANCHISES**



**PUBLIC HEARING ON THE PROPOSED  
CORNELL UNIVERSITY NYC TECH CAMPUS**

**APRIL 30, 2013**

AS A MEMBERSHIP COALITION SERVING THE DESIGN, CONSTRUCTION AND REAL ESTATE INDUSTRY, THE NEW YORK BUILDING CONGRESS IS PLEASED TO OFFER ITS SUPPORT FOR CORNELL UNIVERSITY'S AMBITIOUS AND IMPORTANT NYC TECH CAMPUS PROJECT ON ROOSEVELT ISLAND.

FOR THE LAST DECADE, THE CITY HAS PURSUED AN ECONOMIC DEVELOPMENT STRATEGY THAT REDUCES ITS TRADITIONAL RELIANCE ON THE FINANCIAL AND REAL ESTATE SECTORS. THE STRATEGY HAS SEEN NOTABLE SUCCESS WITH SUBSTANTIAL EXPANSION OF THE CITY'S HIGHER EDUCATION SECTOR, PROPELLING A WAVE OF INNOVATION AND INVESTMENT AND POSITIONING THE CITY AS A WORLD-CLASS LEADER IN HIGH-TECH EDUCATION AND RESEARCH.

CORNELL IS A LYNCHPIN OF THIS STRATEGY.

CONSTRUCTION OF CORNELL'S NEW ROOSEVELT ISLAND CAMPUS WILL CREATE THOUSANDS OF DESIGN AND CONSTRUCTION JOBS. AS IT COMES ON LINE, THOUSANDS OF PERMANENT JOBS ACROSS THE ECONOMIC SPECTRUM WILL BOOST EMPLOYMENT AND OPPORTUNITY AT ALL SKILL LEVELS. THE CREATION OF NEW CONSTRUCTION, SERVICE AND SUPPORT JOBS ARE A LESS-WELL-NOTED BUT ESSENTIAL BENEFIT OF THE HIGH-TECH BOOM IN NEW YORK.



BUT IT IS THE LONGER-TERM IMPACT THIS PROJECT WILL HAVE, MAKING THE CITY A HUB FOR HIGH-TECH RESEARCH AND INVESTMENT, THAT MAKES THIS PROJECT TRULY TRANSFORMATIONAL. THE NEW CAMPUS WILL CREATE A "VIRTUOUS CIRCLE," EDUCATING THE TALENT, FOSTERING COLLABORATION AND INVESTMENT FROM THE PRIVATE SECTOR, AND FINALLY THE CREATION AND SUPPORT OF TECHNOLOGY AND RELATED BUSINESSES THAT WILL BUTTRESS THE CITY'S ECONOMY.

THE CITY HAS ALREADY BEGUN TO REAP THE BENEFITS OF CORNELL NYC TECH. CORNELL HAS WELCOMED ITS FIRST CLASS OF ENGINEERING STUDENTS AND, FORTUITOUSLY, IS USING SPACE DONATED BY GOOGLE AT THEIR NEW YORK HEADQUARTERS. CORNELL HAS ALSO AGREED TO SEVERAL COMMUNITY PARTNERSHIPS THAT WILL LEAD TO EXPANDED LEARNING OPPORTUNITIES FOR THOUSANDS OF NEW YORK CITY SCHOOL CHILDREN. AND A VARIETY OF CRITICAL-PATH DESIGN AND CONSTRUCTION PROJECTS ARE ALREADY UNDERWAY IN PREPARATION FOR THE OFFICIAL GROUNDBREAKING NEXT YEAR.

THE COUNCIL IS CONSIDERING SEVERAL LAND USE ACTIONS TODAY NECESSARY TO BUILD CORNELL'S NEW ROOSEVELT ISLAND CAMPUS. THESE INCLUDE THE MAPPING OF NEW ROADS, PERMITTING NEW ACADEMIC, COMMERCIAL AND RESIDENTIAL USES, THE CREATION OF A SPECIAL DISTRICT, AND OTHER ACTIONS.

THE COUNCIL'S APPROVAL OF THESE ACTIONS WILL ENABLE CORNELL TO CONSTRUCT A NEW CAMPUS WITH INNOVATIVE DESIGN, PUBLIC OPEN SPACES, AND ADVANCED LEARNING FACILITIES, ALL AT THE CENTER OF NEW YORK CITY.

THE BUILDING CONGRESS URGES THE COMMITTEE AND THE FULL COUNCIL TO APPROVE CORNELL'S APPLICATION SO THAT IT CAN PROCEED ON DEVELOPMENT OF ITS VISIONARY ROOSEVELT ISLAND CAMPUS.

Read into Record

FOR THE RECORD

150 Wooster Street (N 120200 ZRM and C 120201 ZSM)  
April 30, 2012

**Testimony submitted in support of the 150 Wooster Street application by Ivan Schonfeld, Senior Planning and Development Specialist with Bryan Cave LLP**

Good morning councilmembers. My name is Ivan Schonfeld. I am a planning and development specialist with the law firm Bryan Cave LLP, land use counsel for the applicant on this matter.

The proposed building would be located on an approximately 71-ft. wide and 100-ft. deep mid-block site on the east side of Wooster St. between Prince and W. Houston Sts within the SoHo Cast Iron Historic District. The site currently contains an at-grade parking lot for 15 cars and a one-story retail building that today is occupied by a McClaren stroller store. The one-story building was identified as a non-contributing building by the Landmark Preservation Commission (LPC), and they have issued a permit allowing for its demolition.

The proposed building would contain eight stories and would be primarily residential with retail space on the ground and cellar levels. The building has already gone through the Certificate of Appropriateness (CofA) process and the LPC voted to approve it.

In order to facilitate the development of this project, we are requesting two actions by the City Planning Commission (CPC) and the City Council: a special permit pursuant to Zoning Resolution (ZR) Section 74-712 and a zoning text amendment to that section.

***Special Permit***

Like much of SoHo, the site is zoned M1-5A, which does not allow for as-of-right retail or residential use. The ZR, however, grants the CPC the authority to waive these restrictions for primarily vacant sites within a historic district by special permit pursuant to Section 74-712 of the ZR. We are requesting this special permit to waive the use regulations to allow the retail and residential uses, which we think are in keeping with the area since the vast majority of buildings in SoHo already contain residential uses and retail uses. The residential uses would be located on the 2<sup>nd</sup> floor and above, with accessory residential uses like a lobby, a gym and storage space located on the lower levels.

The retail space would contain up to 6,000 sq. ft. on the ground level and up to 3,000 sq. ft. in the cellar, and would house a small boutique retailer. There is no specific retailer on board at this time, but it would not be restaurant or bar since those are specifically prohibited by the special permit. We believe that the size of this retail space is very much in keeping with the sizes of retail spaces found on the side streets of SoHo.

On an as-of-right basis, current zoning allows the site to be developed with the identical building massing and design that we propose here, which has already been approved by the LPC. However, without the actions we are requesting today, the building would have to be used for uses permitted on an as-of-right basis by the M1-5A district, such as a hotel. While we could

develop the site as a hotel without the need for approval by the City Council, we believe that the residential and retail uses proposed are more appropriate for the area since the vast majority of buildings in the area contain these uses.

In addition to the use waiver, we are requesting a bulk waiver pursuant to the special permit. The M1-5 district regulations require that a building set back from the street line at a height of 85 feet or 6 stories, whichever is less. While the proposed building's street wall would not exceed the 85 ft. height limit since its height would be exactly 85 feet, it would exceed the maximum number of permitted stories within the 85 ft. street wall by one story (7 stories instead of 6). The bulk modification requested would therefore not allow any bulk above what would otherwise be allowed on an as-of-right basis.

Whether the building contains 6 or 7 stories within the 85 ft. street wall would be imperceptible and hence would have no material impact on the surrounding area. We are requesting the waiver to allow the proportions and floor-to-floor heights of the building to be more in keeping with the built character of the historic district.

When we originally submitted this ULURP application, we requested approvals for a slightly taller building that rose to a height of 89 ft. at the street line, and 108 ft. overall. In response to concerns raised by the community, we have reduced the building's street wall height from 89 to 85 ft. and its overall height from 108 to 102 ft.

### ***Zoning Text Amendment***

In 2003, there was a zoning text amendment to ZR Section 74-712 that created the opportunity for the development of underutilized lots within SoHo. The text amendment basically created the special permit that we are applying for today with the goal of filling in some of these gaps in SoHo's streetscape with appropriately-massed buildings. It was originally done to facilitate the development of a building at the corner of Grand St. and Broadway (a.k.a., 40 Mercer St). Since 2003, six other sites have requested and have been granted special permits, including one across the street at 137 Wooster St.

The special permit text, as currently written, allows for use and bulk regulations to be waived for sites that meet three criteria: 1) they are zoned either M1-5A or M1-5B, 2) they are located within a historic district, and 3) they are either vacant or are developed with buildings that occupy no more than 20 percent of their lot area. The 20 percent limit was written to facilitate the 40 Mercer Street building.

On this site on Wooster Street, the existing one-story building currently occupies 35 percent of the zoning lot's area, and therefore, under the current zoning text, it is not possible to apply for the special permit. In order to allow us to apply for this special permit, we are requesting a text amendment to increase the permitted lot coverage from 20 to 40 percent. We believe this is still in keeping with the intention of the zoning text: to allow the development of underutilized sites. The City Planning Commission agreed in its report when it wrote that "the vacant lots and underdeveloped sites . . . detract from the fabric of the SoHo-Cast Iron and NoHo Historic Districts" and "the expanded applicability of the zoning text . . . would provide and enhance opportunities to fill in gaps along SoHo's mid-blocks and avenues to reinforce its scale, street wall continuity and predominant built-out character."

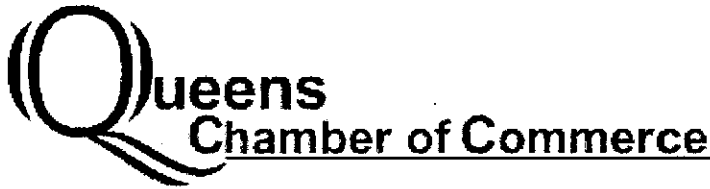
In order to determine the impact of this change, we looked carefully at all potential development sites in SoHo and NoHo and found that, in addition to facilitating this development, the text change has the potential to affect two other sites in SoHo. To identify these sites, our environmental consultant, AKRF, conducted a comprehensive study looking at all potential development sites, and all potentially non-contributing buildings adjacent to vacant lots that would potentially be impacted by the proposed text amendment. A non-contributing building is a building that is determined by the LPC to not be historically significant and to not contribute to the historic district.

Both sites are within the SoHo historic district extension and both can request the 74-712 special permit today. The result of the proposed 20 to 40 percent text amendment is that the text change would allow the two sites to merge their zoning lot with adjacent one-story non-contributing structures.

Site 1 is the BP gas station located at Houston and Lafayette Streets. While the site could apply for the 74-712 special permit today, as a result of the proposed text amendment, it would be able to merge with one or two adjacent lots that contain one-story non-contributing buildings (one was an auto-mechanic shop and the other is occupied by a bar/restaurant called Puck Fair).

Site 2 is an oddly-shaped parking lot on west side of Lafayette Street between Prince and Spring Streets. It too can apply for the 74-712 special permit today, but as a result of the text amendment, it can potentially be merged with an adjacent one-story building that contains a carpet cleaning and restoration business.

These sites would still be required to obtain a 74-712 special permit if they want retail or residential uses, which requires full ULURP review. They would also both need to obtain a CofA from the LPC in order to demonstrate that any building constructed on those sites would be in keeping with the scale and character of the area.



Jack Friedman, Executive Director  
Albert F. Pennisi, Counsel

Carol Conslaco, President  
Mayra D.Rico, 1st Vice President  
Gerard J. Thornton, Treasurer

TESTIMONY BEFORE NYC COUNCIL ZONING & FRANCHISES SUBCOMMITTEE OF  
THE LAND USE COMMITTEE  
APRIL 30, 2013

The Queens Chamber of Commerce is pleased to offer continued support for Cornell's efforts to build a world-class applied sciences campus on Roosevelt Island in New York City because we believe this project will provide a significant opportunity for job growth throughout Western Queens and an economic boon for all of New York City. We have supported Cornell University and its academic partner, the Technion-Israel Institute of Technology, even before they were selected by Mayor Bloomberg in December 2011

Cornell's vision not just for Roosevelt Island but its deep understanding of the vital role Queens can play in the operation of this campus is to be commended. The research hubs proposed by Cornell play perfectly to New York City's inherent strengths and we think have great likelihood to generate start-up companies that will create and retain jobs in New York and, more specifically, in Queens. Cornell Tech will educate the next generation of leaders who will advance technology, generate cutting-edge research that addresses critical issues, and launch companies that will grow the New York City economy.

Already, Cornell has forged great public-private partnerships that will benefit tech growth in our communities. The US Department of Commerce announced a groundbreaking partnership with Cornell to install a permanent staff member at Cornell Tech's campus – bringing the full suite of Commerce's resources to New York City. These tools are available to the entire tech community. Additionally, Cornell recently announced Mayor Michael Bloomberg, Google Chairman Eric Schmidt and Qualcomm Founder Irwin Jacobs will provide senior guidance to the campus moving forward.

Construction on Roosevelt Island is expected to begin in 2014, with the first phase of the campus due to open in 2017. At full build in 2037, the campus will include up to 2.1 million square feet of development, supporting a campus of approximately 2,000 full-time graduate students, and two and a half acres of publicly accessible open space.

But, As technology companies initiated by Cornell affiliates grow and their space needs increase, affordable space for offices, exhibit areas, and manufacturing facilities will be available only one train stop away from Cornell's Roosevelt Island campus. Long Island City, Astoria, Sunnyside and other areas of Western Queens, with their affordable and diverse commercial spaces and vibrant neighborhoods, will prove great places for these companies to locate, grow, and hire locally.

Overall, there will be tens of thousands of permanent jobs created from spin-offs, licenses and corporate growth by Cornell Tech graduates, thousands of temporary construction jobs and permanent jobs for campus operations, and goals are set to hire a significant number of new employees who are currently earning below the poverty line. Finally, Cornell is committed to investing \$150 million , over 30 years in New York City area tech start-ups in partnership with venture capital investors.

Cornell has led a transparent process before and throughout this ULURP process and has engaged in hundreds of meetings with elected officials and community leaders from Queens, on Roosevelt Island, in and throughout New York City. In fact, they reached out to the Queens Chamber very early in the process.

On behalf of the 1,200 members of the Queens Chamber of Commerce – we enthusiastically support the Cornell Tech project, their ULURP application and urge the New York City Council to vote in favor of this project. Please feel free to contact us should you need any further assistance

Sincerely,



Carol Conslato  
President



Jack Friedman  
Executive Director

**April 30, 2013**

**TESTIMONY OF THE REAL ESTATE BOARD OF NEW YORK, INC. BEFORE THE NYC CITY COUNCIL  
SUBCOMMITTEE ON ZONING AND FRANCHISES REGARDING THE MANHATTAN CORE PARKING ZONING TEXT  
AMENDMENT ((N 130105 ZRM))**

The Real Estate Board of New York (REBNY) is a broadly based trade association of over 13,000 owners, developers, brokers and real estate professionals active throughout New York City. We commend the Department of City Planning for undertaking the extensive research that they performed in preparation for this proposal and we also want to acknowledge the outreach they did to both developers and parking operators as well as many others in the community.

Updating the 1982 Manhattan Core Parking regulations is important because conditions have changed both in the built environment and in how people use cars and transit. We support the zoning changes proposed here and encourage you to take a broader look at the role of parking facilities in the city's overall development.

This package of changes will help make smarter use of our parking resources. Allowing public parking in what were thought of as accessory garages makes sense as it meets the need for local parking without creating negative impacts. Other changes such as increasing the amount of a garage that can be used by commercial vehicles and rental cars will reduce the unnecessary congestion caused by these vehicles being taken in and out of Manhattan for parking. Providing an option for reducing previously-required parking is a benefit that will allow each building to have better control over its space and keep or reduce parking as the demand dictates. By recognizing automated parking as new and different form of parking, the regulations make this desirable option more feasible in New York City.

The Department study showed a correlation between more car ownership and higher income and presence of children in the family. We have found that the demand for parking by residents of both conversions and new construction south of 60th Street exceeds the amount of parking permitted to be included in these buildings and we believe that this problem can be addressed by permitting, as a matter of right, some parking in conversions and for more than 20% of the units in new construction.

The study done by the Dept. of City Planning revealed that one factor involved in the reduction in the total number of off-street parking spaces in the Manhattan Core was parking spaces being redeveloped into new buildings. This has also been shown in the study by the Center for Urban Real Estate at Columbia University which stated that between 20 and 30 per cent of all development between 1996-2010 in Midtown, Lower Manhattan and Downtown Brooklyn had taken place on parcels that featured surface parking as an immediate prior use. There is a very important connection between the ability to have temporary parking uses and the completion of land assemblages that set the stage for new development. The City's parking policy should include an expansion of as of right surface parking with design guidelines and for a finite period of time.

In conclusion, we support this text amendment but urge you to continue exploring the value of off-street parking in the Manhattan Core and to consider additional opportunities to take advantage of the connection between surface parking and new development.

Thank you.

L Plus L Productions  
d/b/a/ Ofrenda  
113 7 Avenue South

DCA# 1347094

April 24, 2013

Council Member Christine C. Quinn  
224 West 30 Street, Suite 1206  
New York, NY 10001

Dear Council Member Quinn,

This letter serves as our agreement with the Chair, Council Member Mark Weprin, and the encompassing members of the Subcommittee on Zoning and Franchises that we will commit to the following:

1. We will revise and submit updated plans to the New York City Department of Consumer Affairs in order to reflect actual sidewalk width at 19 feet 7 inches and to reflect absence of sidewalk tree.
2. We will revise and submit updated plans to the New York City Department of Consumer Affairs in order to reflect the presence of planters along the perimeter of the café.
3. We will not place tables and chairs outside the permitted sidewalk café area designated by plans on file with the New York City Department of Consumer Affairs.

If there are any questions please call my office. Thank you.

Sincerely,



Jorge Guzman  
Managing Member  
(646) 509-5435



## Roosevelt Island Community Coalition Testimonies

### New York City Council Subcommittee on Zoning and Franchises

Cornell NYC Tech, April 30, 2013

Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

#### Judy Buck - Introduction and Governance

Hello. My name is Judy Buck, and I serve the Board of the Roosevelt Island Community Coalition --more easily known as RICC. RICC represents 37 Island organizations that united in order to communicate their concerns about the development of the Cornell complex.

We thank Council member Jessica Lappin for negotiating some of our major concerns, such as trucking on Main Street ...and we're pleased that the Roosevelt Island Operating Corporation -- known as RIOC --is negotiating others. Our Community Coalition is dealing with issues such as educational outreach.

Although discussions have been continuous...after nine months... there are still no binding commitments. Clearly, we need help.

Roosevelt Island is not rich or powerful. We're a diverse community of mixed incomes and many languages...of subsidized and luxury housing...of young families, senior citizens, and the disabled...and beautiful children everywhere you look.

Our infrastructure is fragile, our financing inadequate, and our governance ...byzantine.

New York City owns Roosevelt island, but leases it to New York State, which, for many years, provided annual funding. In 1997, however, the state reduced its funding of \$6.5 million ...to zero. To pick up the slack, RIOC generates income through rentals of our residential, commercial, and recreational properties.

Today, the only support New York State provides is a stop on the F train and on the Queens bus route.

New York City does provide many essential services -- but by no means all.

For example...

New York City pays for emergency police, firemen, EMS... and one NYPD officer a maximum of 24 hours a week...But RIOC pays for the public safety officers who protect us every day. New York City supports the Roosevelt Island Bridge ... but RIOC pays for the Roosevelt Island Tram. New York City supports the Island's middle school...but RIOC maintains all grounds, parks, recreational facilities, sidewalks, seawalls

...and our one crucial street.

Cornell will build its complex on a free gift of twelve point thirteen square acres... backed by billions in gifts and endowments. Cornell has stated that it will not contribute to the structures and services we anticipate they will use.

It is bizarre that our challenged community should bear any burden created by one of the wealthiest universities on the planet.

This is why we respectfully ask the help of the City Council. We need your wisdom to achieve the appropriate binding commitments that will secure the health and safety of our community...during the 24-year construction that is our future.

Thank you for your attention.

Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

**Lynne Strong Shinozaki - Trucking**

I am Lynne Strong-Shinozaki a 22 year resident of Roosevelt Island. I am here with the Roosevelt Island Community Coalition supporting their advocacy of Roosevelt Island. Roosevelt Island's life and vibrancy is Main Street. It's all we have.

One road!

Let me paint a picture. Many Roosevelt Island residents live within what we call "The Canyon."

What is the Canyon? It is Westview, Island House, Roosevelt Landings and Rivercross. Complexes that tower over our only road. Main Street a cobblestone road that was not designed for vehicular traffic... Z bricks on sand.

**Don't Truck Us.**

Roosevelt Island's founding citizens live within "The Canyon." The majority of our disabled population live with "The Canyon." What is "The Canyon?" The future Choke Point of Roosevelt Island. Main Street will not hold up to Cornell's anticipated truck traffic. We will be paying for the repair of Main Street for thirty years. We will get the excessive pollution from stalled trucks into our homes and into our lungs.

**Dont' Truck Us.**

What will Trucking do? One Access-a-ride vehicle during rush hour will shut Main Street down. Two School busses during rush hour will shut Main Street down. Two trucks delivery on different sides of the street will shut Main Street down. Any road repair due to trucking damage will shut Main Street down. Will Choke the Canyon. Will Choke Us!

**Don't Truck Us.**

In 2015 a truck will barrel into the Choke point every 4.47 minutes – all day long! What will happen when our children try to cross the street? When an ambulance comes for one of our elderly neighbors? We know, we've seen it. It will shut Main Street down.

**Don't truck us.**

When the entrance to Roosevelt Island ...our Helix Ramp...is shut down due to damage from trucking...where will you be? We will be here paying for it! We will be stuck in traffic congestion... a parking lot...miles into Queens!

What message will you send our community?

Please Make it:

**"Barge Roosevelt Island!"**

And allow trucks only for what absolutely cannot be barged. We request that the City Council amend its approval of the Cornell project by stipulating no more than 10 trucks per day be allowed on Main Street. We further request that New York City take financial responsibility for future repairs of the Helix ramp.

Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

**Stephanie Herrera - Emergency Vehicles**

In the future, will Roosevelt Island be able to provide residents with the timely emergency services that are their right or will the rapidly emerging development impinge on their safety?

Currently, Main Street is often congested with many vehicles of all types that serve the needs of our elderly, disabled, school children who are bused from the far reaches of the City, and delivery and repair trucks of all sizes.

At times, traffic on our bridge ramp has to be stopped to accommodate trucks that cannot maneuver without taking up both lanes. This not only ties up the bridge, but also Main Street's traffic flow and requires a Public Safety Officer, and often several, to supervise the traffic interruption.

Roosevelt Islanders already anticipate increased commercial and construction traffic resulting from the expanded rental of Main Street stores and the construction of Southtown buildings #7, 8 and 9.

All of this will take place simultaneously with the demolition and construction of Cornell-Technion. All of this will happen without a single reasonable proposal to deal with the emergency needs of the Island's population, including and especially the seniors.

Some believe that when Cornell vehicles back up Main Street traffic, the waterfront pedestrian promenade can serve emergency needs. These promenades can only be accessed by driving out of the way, slowing critical response time and putting lives at risk.

The inevitable, unavoidable and tremendous congestion that will result from Cornell's current plan is totally incompatible with the needs of the Island's people. This is an issue of major concern to us all and must be given the greatest amount of consideration for our health and well-being. We cannot be sacrificed to satisfy the wishes of others, no matter how lofty their goals may seem. Our lives and well-being must come first and must be taken seriously at all times!

The mitigation for this problem is to limit the amount of construction and demolition truck traffic to 10 trucks per day.

Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

### **Adek Apfelbaum - Concrete**

Below is a written precis of technical material, from which brief testimony was drawn.

#### **CONCRETE AND HOW IT IS USED**

- 1) Concrete is a mixture of water, cement, gravel, sand and chemical additives.
- 2) Most, if not all, foundations for buildings in New York City are constructed of concrete poured into wood molds. Even steel structures consist of concrete footings and piers, on bedrock or piles. Statistically, the amount of concrete required for pile caps, slab on grade, roofing and column fireproofing (steel or concrete reinforced) comprises 100% to 120% of the total volume. The total volume is calculated in cubic yards (3 x 3 x 3 cubic feet). An estimate using Cornell's statistics and standard procedures indicates a total of 10,000 truck loads of concrete would be necessary to achieve the design demand.

Note: These estimated statistics are based on what Cornell gave us as "normal" campus design (academic structures). They cannot be verified because Cornell refuses to let us see the drawings and specs. Therefore, these preliminary "guestimates" may increase drastically if Cornell is planning "hardened," explosion-proof areas or lead-lined labs.

#### **TRANSPORTATION**

- 1) Ready mix is usually brought to a site by mixing trucks, which hold 6-7 cubic yards. To bring in concrete from a mixing plant would take 10,000 truck loads. This concrete will be required on an intermittent basis (during foundation work, slab pours, etc.). During a placement day, 200 trucks may be required during an 8th shift or 25 trucks per hour, or 1 truck every minute. The cost per cubic yard of concrete is +/- \$60.00, of which transportation costs \$35.00 (mostly for drivers, gas, and rejected loads).
- 2) Ready mix trucks cause diesel fumes, vibration damage, and traffic congestion. Good construction management practices dictate that ready mix be fabricated (mixed) as closely to the site as possible. When the question of trucking came up in community meetings, I was asked to review the construction procedures as listed in Cornell's Draft Environmental Impact Study. One item that stood out more than all others: Cornell wants to bring in ready mix by truck. On a 12 +/- acre site, I saw a potential for a temporary mixing plant, and produced a written quote from a reputable concrete producer to set up such a plant and operate it for a reduced cost of 10%-14% per cubic yard. The advantage of an on-site plant is that concrete becomes available as needed and not subject to traffic delays or accidents or rejections. Thus, barging became a topic.

#### **THE CONFUSION**

- 1) When I testified in front of the New York City Planning Commission, only Commissioner Kantor, a very

prominent engineer, understood the concept and agreed with me. Cornell took the position that barging will be costly. They still think in terms of ready mix trucks being brought in on barges. That thinking is flawed. It is not practical to barge trucks (roll on and roll off). The time period that a truck can mix concrete in transit is limited. By barge it would be beyond the limit and subject to rejection. Here is where the misconception started:

2) Barging is only economical and practical if it becomes a raw material transporter, as it is for ready mix plants. Therefore, an on-site plant must be part of a barging program to avoid heavy truck loads (steel, cement, gravel, precast, etc.).

3) We can only reduce traffic by shipping bulk raw material by barge and allowing light trucking (hardware, hand tools, accessories) on Main Street. Only this combination of an on-site plant and barging can reduce traffic. Anything less is only words.

## **COSTS**

1) Barging of raw materials is already included in the cost of a yard of concrete. Large producers use this method. Road delivery costs are an additive. So, the differential in cost is only the temporary, on-site plant minus the teamsters and trucks. Amortized over the cost cycle, the savings may be minor, but the elimination of heavy truck traffic is a very important factor. A cost proposal for an on-site fabricated concrete has been submitted.

2) In summary, barging, trucking, and an on-site plant are one topic -- integral with good management practice. We should not view part of this package as a total solution.

**Testimony to NY City Council - Land Use Committee  
Sub-Committee on Zoning & Franchises - April 30, 2013**

**Cornell-Technion and TRUCKING on Roosevelt Island**

Good afternoon. My name is Sherie Helstien. I have served for 10 years as the Roosevelt Island Residents Association's Common Council Secretary as well as an elected Council member for 14 ½ years.

I am speaking about the massive number of truck trips Cornell-Technion predicts it will need for demolition and construction at their site. According to calculations contained in the FEIS, the number of expected trips on *our only street* will average one construction truck every 4.5 minutes throughout the day, day after day for years. Our easily congested Main Street must not be made subject to this proposed constant barrage of trucks.

Cornell's estimate combining "Harbor Barging" with "Roll-On, Roll-Off" Ferries *reduces* truck traffic by *up to 55%*. But when calculated using only one option or the other, the percentage drops to at-or-below 25%. The added noise that barging and ferrying will create at the site, versus trucking, is much preferred by Roosevelt Islanders. Keeping the noise, inconvenience and potential for walkway shut-downs at Cornell-Technion's remote site would be more desirable to Island residents than the pollution, traffic, noise, and danger associated with major truck traffic running through the most densely populated area of the Island. This problem hits hard at the heart of our community as it will impact where the majority of residents reside, and includes children, seniors and disabled members of the community. The appropriate way to build on an island is to use the surrounding waterway for access. *Common and commercial sense!*

With construction of the FDR Memorial just South of Cornell-Technion's project, Franklin and Eleanor Roosevelt Institute (FERI) proved that with barging, building on Roosevelt Island can be done smartly and with less intrusion on our community.

Appropriate mitigation for the problem of trucking on Roosevelt Island is now in your hands. We ask the City Council to insist on barging and/or ferrying all debris and construction materials, and to limit on-Island truck trips to ten per day.

Thank you for your efforts on our behalf. Please, don't truck Roosevelt Island!



Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

**Mark Lyon - Environmental Hazards**

The purpose of the State Environmental Quality Review Act is "to declare a state policy which will encourage productive and enjoyable harmony between man and his environment [and] to promote efforts which will prevent or eliminate damage to the environment and enhance human and community resources." An essential function of this process is to incorporate environmental considerations directly into the governmental decision-making process as early as possible, so that it remains practical to modify a proposed project in order to mitigate adverse environmental effects.

This decision before you today represents one of the most important points in this process - if this Council allows the project to move forward without firm commitments from Cornell regarding important environmental issues relating to the demolition, construction and operation of this project site, we will likely find that the hour is too late, the plans too firm and the needs of the community too small a priority when compared with the desire for project completion.

My name is Mark Lyon. I live on Roosevelt Island, am a board member of the Roosevelt Island Community Coalition and participate in the Roosevelt Island Residents Association.

The Goldwater Hospital site is known to contain Hazardous Materials. In addition to standard hazards found in buildings of their age, the ground below the buildings contains heavy metals and dangerous organic compounds. Removing these materials by truck risks exposing residents of Roosevelt Island, Queens and Manhattan to these toxic substances. The construction site is located close to several parks and recreational facilities - including those used by children.

For the protection of those near the construction site and along the removal path, it is important that an independent Air, Water and Noise monitoring program be implemented. Additionally, it is vitally important that Cornell replace as many truck trips as practicable with barge deliveries.

The project site is uniquely suited to barge deliveries; using our waterways to transport materials will almost completely eliminate many of the most significant environmental concerns with this development.

Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

**Ali Schwaryi - Air Pollution**

My name is Ali Schwayri and I have lived on Roosevelt Island since 1977.

I am a retired physician and my specialty is Pulmonary and Preventive Medicine.

Roosevelt Island is a narrow strip of land with one street running down the middle. The street, about 30 feet wide, is bordered 40% of the way with buildings on both sides.

Construction of the Cornell Campus, as well as the first of three large residential buildings, will start next year with completion in about 25 years.

The current plans, as detailed in the Environmental Impact Statement, call for using heavy Diesel burning trucks to remove debris and bring in construction materiel. A conservative estimate envisions an average of 74 single truck trips per day and a total of more than 75,000 for the next four years.\*

Diesel exhaust contains about 40 harmful chemicals, many of them carcinogenic, such as Benzene, Toluene and Styrene. It also contains fine Particulate matter which is the major component of Soot. As we breathe, the toxic gases and microscopic particles are drawn deep into the lungs and contribute to a range of acute health problems such as headache, coughing, nausea, dizziness and irritation of the eyes and throat.

Long-term exposure can lead to chronic, more serious health problems, such as Lung Cancer, Cardiovascular Disease as well as exacerbation of Emphysema, Asthma and chronic Bronchitis.

Because our street is surrounded by buildings, creating what is called a Canyon Effect, these toxic gases will take longer to disperse and thus expose Island residents to these pollutants for longer periods of time.

Children, the elderly and people with heart and lung problems are particularly at risk. To mitigate these health risks, Cornell should seriously consider the use of barges and truck ferries instead of Diesel burning trucks.

**THE RISKS TO OUR SAFETY, HEALTH AND QUALITY OF LIFE ARE TOO GREAT FOR US TO REMAIN PASSIVE AND SILENT WHILE A SOLUTION IS READILY AVAILABLE.**

\*FEIS, page 20-12, Table 20-3

The average number of trucks per day is 37 during Phase 1.

37 trucks = 74 truck trips

74x 260 work week days/year = 19,240 truck trips per year

19,240 x 4 years = 76,960 truck trips in Phase 1.

Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

### **Joyce Mincheff - Policing and Recreational Facilities**

My name is Joyce Mincheff. I'm a 37 year resident of Roosevelt Island. It is truly an honor to speak before you today on behalf of my community where I serve on the Board of Directors of the Roosevelt Island Community Coalition

When Columbia University expanded in West Harlem, it took approximately 17 "blighted" acres and provided enhancements to it. That's not what's happening on Roosevelt Island.

We're an unusual community of 14,000 people, and we're already straining to provide an acceptable quality of life given the limits of space and facilities imposed by being an island.

Cornell will be raising the population of Roosevelt Island by approximately 50%, but it hasn't offered a single, solitary addition of recreational space or operational services to our community.

Their new population will use our ball and sports fields, picnic on our grounds, and drive and walk down our streets. They will ride our already over-crowded buses. They will require the emergency intervention of our Public Safety Department for any emergencies that occur as they walk down our streets.

None of these services or facilities are supported by the State of NY or the City of NY. To grow them will take a huge infusion of funding. Who will pay for it?

Unless the City or Cornell-Technion steps up, this development will render Roosevelt Island an overcrowded, overburdened mess and everyone, including the population of Cornell-Technion, will suffer.

Cornell-Technion thrusts our sleepy, safe hamlet onto the world stage. Housing a world-class technical institute who is at the heart of driving the technological growth and expansion of NY City, will put an end to our virtual anonymity and we will no longer be one of NY's best kept secrets. It will heighten the exposure of our tramway and additional areas of vulnerability, opening the door wide to the potential of terrorism.

NYPD only patrols Roosevelt Island 15% of the time it normally devotes to a community. Out of 168 total patrol hours in any given week, we're scheduled for a maximum of 24 and rarely receive that. Our Public Safety Department has only 37 officers when the Justice Department figures for NY City average 47 officers per 10,000 residents. That's a current shortage of 29 officers.

Another consideration regarding the safety of our community is that it provides recreational opportunities that develop character in our youth and keep them off the streets and out of trouble.

We've already begun to feel the negative effects of too little recreational space for our kids. We've seen fighting between Little League and Corporate League players, between tennis players, and even

between gardeners, simply because of our space constraints.

Our safety and recreational space problems can be mitigated by NY City directing tax dollars to Roosevelt Island to increase its police protection and to expand the recreational facilities that are available in the community.

The population of Roosevelt Island is counting on you to make that happen. Thank you.

And please don't Truck Roosevelt Island!

I'm Ellen Polivy, the Co-President of the Roosevelt Island Community Coalition. I'd like to begin by thanking the many hard-working government officials, from the Community Board, City Planning Commission, The Borough President and now, all of you here at City Council, who have worked so diligently to develop an appropriate plan for Cornell-Technion's construction.

As you can imagine, Roosevelt Islanders are deeply concerned.

We are not the typical community whose borders blend and overlap with the surrounding neighborhoods. We are completely isolated by the East River. We have finite limits of land and services. While we have committed countless hours to reviewing, negotiating and discussing mitigations on all the issues we've brought to light, we have yet to see a meaningful document that gives concrete assurances for the reasonable mitigations we have sought.

1. We have seen no written commitment to assure us that our one congested thoroughfare will not be besieged by construction truck traffic. While we have heard projections about barging, nothing is resolved.
2. We have asked for cement mixing at the site to alleviate truck traffic. You'd think we could get a concrete solution about the concrete, but to date, absolutely nothing has been carved in stone.
3. Instead of hearing what Roosevelt Islanders know of our parking problems by living it, we are at the mercy of folks who have zero experience with parking on our streets and in our garage.
4. While we plead for added policing and bus service in keeping with the added population growth that Cornell brings, and the added homeland security issues, we have received no assurances.
5. Our AVAC system that vacuums garbage and keeps trucks off our streets has received little attention.
6. Our need for added recreational facilities to enable us to live with a reasonable quality of life given the huge addition of residents that will come, has yet to be addressed in a meaningful way.
7. What we were told would be meaningful STEM enrichment for our entire school has been reduced to technology supports for our middle school, alone.
8. We believe the intent to be a good neighbor, professed by Cornell, can be summed up in their response to our Disabled Association's request for an air conditioner for their van. This multi-trillion dollar institution's answer was "no."

As you can imagine, Roosevelt Islanders are deeply concerned.

Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

**Jonathan Kalkin - AVAC**

The Roosevelt Island community strongly urges that Cornell connect to the Automated Vacuum Collection System for disposal of its waste. This world-famous system is now used throughout the Island, including the existing six Southtown buildings and three additional Southtown buildings that will shortly be under construction.

AVAC eliminates the need for Department of Sanitation garbage trucks to traverse Main Street south of the helix ramp. A few City trucks pick up compacted garbage at the AVAC facility north of the helix. These do not contribute to traffic south of the helix, to which garbage trucks picking up from Cornell will be contributing.

The AVAC is being studied to see how it can be expanded to include the disposal of recyclable materials and be expanded and upgraded to eliminate most of the garbage removal on the street. This NYSERDA funded study will be completed in June and we invite Cornell to not only connect to the AVAC system, but to work with RIOC to make it more efficient with NYSERDA study recommendations. Like all green solutions the AVAC system takes a larger initial investment, but the study estimates that this investment pays for itself in ten to twenty years.

We applaud Cornell for attempting to achieve LEED certification for their campus, and we believe expanding the AVAC system is a crucial step in achieving a green campus. Rejection of the AVAC system would be unprecedented for a new building on Roosevelt Island, and we respectfully request that Cornell embrace this investment in a sustainable community.

My name is Dave Evans. My family has lived on Roosevelt Island for four years and I am an elected member of the Roosevelt Island Residents Association's Common Council.

Cornell NYC Tech wants to limit the presence of cars on Roosevelt Island...and so was the desire of those who "conceived" the community. That is, our community was conceived as a 'traffic-less' place.

Cornell's idea is that if you limit the parking spaces... the cars won't come. Unfortunately, this concept is not well thought out. Only if cars were limited, which they're not, could we have confidence in deploying limited parking.

We have a miserable street-side parking shortage and a growing problem at our Motorgate Garage, where space is let out to fleets of leased cars.

With its students, academic staff, administrators, corporate co-location partners and their clients, conference attendees, hotel workers and guests, etc. - - the Cornell presence will bring more than 7,000 additional people to Roosevelt Island.

Many of these people will be transient and will approach the community by car. For them, it will be the most feasible means.

Instead of limiting traffic, failure to supply sufficient parking will cause additional traffic competing for parking and turn our narrow Main Street into a nightmare. On much of the Island, parking is available on only one side of the street. Searching for space clogs our only road as drivers must travel its length before they can turn around. And there are no intersections in the most populated area.

The community needs Cornell to place at least 500 spaces at their site to accommodate their increased traffic.

The FEIS calls for "Up to" 500 spaces. This is unreasonably deficient considering the amount and nature of their population increase.

The mitigation for this problem is that Cornell be required to place a minimum of 500 spaces at their site in the first phase of construction. Also, that they conduct a parking study **before** beginning any remaining phases of their project in order to determine whether more parking must be built at the Motorgate Garage.

Our Operating Corporation (RIOC) plans to implement a "smart parking" system that will display real time parking options to drivers as they come onto the Island. Cornell must be required to participate in this system; and the data gained can be used for the studies that will be needed in the future.

Our Island is counting on your help. Thank you for your time and consideration.



**CITY COUNCIL HEARING**

**Tuesday, April 30<sup>th</sup> 10:00AM**

**Cornell NYC Tech Project**

**In Favor with Amendments**

I am Joseph Clark Strong and I was born and raised on Roosevelt Island and have lived there all my life. I am here today representing the youth on Roosevelt Island.

Today I am going to talk about the amazing fields, parks and open spaces we have on Roosevelt Island. I grew up knowing my neighbors and making friends at the parks and in the neighborhood programs that exist on Roosevelt Island. I grew up playing soccer and running around in the parks with my friends. I grew up in a real neighborhood where we care about each other and our Island.

We do not want our neighborhood to be sacrificed for progress like the Bronx was all those years ago by Robert Moses. Neighborhoods destroyed for roads with no consideration for the communities destroyed for the sake of progress. It took decades of militancy and anger for them to recover. With your help we can avoid this on Roosevelt Island.

We have a special Community we ask that you consider this and make amendments to your approval that earmarks City and require Cornell designate project funds to protect and support our parks, schools and children's programs. We ask that you ask Cornell to add substantively and monetarily to the existing community programs for the seniors and the disabled. We ask that Roosevelt Island doesn't lose the in-lieu of Tax payment on the land still leased to RIOC, that is the only source of funding for RIOC.

The Cornell Project will cost the community a great deal:

Without compensation from Cornell to the island. Residents will bear the burden of the cost of the island's unique infrastructure which comes from our rent and not from our taxes we all pay.

Secondly we will have all the people associated with the project jamming already inaccessible trains at our station. Crowded Trams will be even more crowded. Just this last Friday at morning rush hour train after train went by and we could not get on.

Respectively request you use your power as city council members make amendments to the Cornell Plan to protect this community

**CITY COUNCIL HEARING**  
**Tuesday, April 30<sup>th</sup> 10:00AM**  
**Cornell NYC Tech Project**

**In Favor WITH CONSTANT AIR MONITORING AND LIMITING TRUCKS**

Hello, my name is Nancy Brown and I am the Vice President of Roosevelt Island's Disabled Association, of which there are over 100 members.

I am frightened by the level of pollution that this community will experience as the demolition of Goldwater Hospital and Cornell construction proceeds.

There was an environmental study conducted in the year 2000. I recall it saying that Roosevelt Island is already at toxic levels of air quality.

Our community is situated so that we are vulnerable on all sides to various kinds of pollution -- We are immediately under the Queensboro Bridge and next to the largest electricity generator in New York City, Big Alice. We see the yellow pollution suspended in midair and we wipe the rapid accumulation of dust and particles from our window-sills and furniture.

Our single roadway frequently contains idling cars that must stop for traffic congestion. And now...this project will bring us to a whole new level of pollution from demolition, construction and truck traffic.

Roosevelt Island was built to be accessible and to mainstream chronically disabled out of hospitals and into apartments. As you probably know, the lungs of many disabled people are particularly vulnerable, as are those of the elderly and of young children who are in great numbers in our community.

The mitigation for this problem is vigilant and constant air monitoring by an outside third party throughout demolition and construction, and minimizing truck trips to 10 trucks per day.

Thank you for caring about disabled, elderly and young residents.

At our initial meeting with Cornell we discussed several ways in which we hoped they would become involved, particularly in the areas of teacher support, student opportunities and school community development. We came to the mutual conclusion that the PS/IS 217 Upper Elementary and Middle School should be a top priority, as student retention in the upper grades has historically been a problem. We expressed interest in many of the programs already offered by Cornell such as the development of After school Programming, Career Day options such as the Middle School Mock Application Project and the implementation of Honors Classes, all of which would play a crucial role in making the PS/IS 217 Middle School a competitive option for students around the city. In addition, we looked forward to their involvement in developing the STEM concept, as the Cornell Campus is on the cutting edge in the areas of Science, Technology, Engineering and Math.

Unfortunately, Cornell's response and follow through has been disappointing. Cornell offered to facilitate a partnership with Urban Advantage, a program that has already existed in our school for the last three years. It was unclear how Cornell's involvement would be beneficial in this area. In addition, Cornell is now withdrawing their offer to be involved in the Science, Engineering and Math component of the STEM program, only committing to the Technology aspect. At our last meeting, Cathy Dove mentioned that they were in the process of hiring staff that would volunteer to assist in hardware and software programming development at our school. We ended that meeting unclear on next steps and nothing has happened since.

One program that is receiving follow through is the Girls That Code Program, which offers the opportunity for Middle School students to apply for an 8-week summer internship. Seven students from PS/IS 217 have applied to the program, but as it is open to student's city wide, there is no guarantee that they will be accepted into the program. Again, we are uncertain how this program will directly benefit our school community.

We are unclear as to what Cornell's vision is for a partnership with PS/IS 217. We feel that it is important that they clarify their intentions and ask that it include more than what they have most recently committed to. There is no doubt that a strong partnership between Cornell Technion and PS/IS 217 would be beneficial to both institutions and possibly serve as a model for similar collaborations around the country. We look forward to further discussions in the very near future.

Mandana Beckman  
Principal  
PS/IS 217

RESOLUTION

Date: January 3, 2013

Committees of Origin: Land Use and Transportation

Re: The Department of City Planning Manhattan Core Parking Text Amendments, Application #N130105ZRM.

Full Board Vote: 34 In Favor 4 Against 1 Abstention 0 Present

This resolution is based upon the following facts:

The Department of City Planning has proposed a series of zoning text amendments relating to indoor/off-street parking in the Manhattan Core (comprising Manhattan Community Board Districts 1 through 8). These text amendments are summarized at: [http://www.nyc.gov/html/dcp/html/mn\\_core/index.shtml](http://www.nyc.gov/html/dcp/html/mn_core/index.shtml); and the full text of the proposed amendments can be found at:

[http://www.nyc.gov/html/dcp/pdf/mn\\_core/mn\\_core\\_proposed\\_text\\_amendment.pdf](http://www.nyc.gov/html/dcp/pdf/mn_core/mn_core_proposed_text_amendment.pdf).

The CB7 Land Use and Transportation Committees and other Board members have received or attended multiple presentations by DCP on the proposed amendments and the studies on which the proposals are based, and have considered these matters at joint committee meetings in November and December 2012.

Now, Therefore, Community Board 7/Manhattan resolves as follows with respect to the proposed Manhattan Core Parking text amendments:

- A. CB7 approves the portion of the proposed text amendments relating to **Automated Parking Facilities**, which would establish the first regulations in New York City to accommodate automated parking facilities.  
*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*
- B. CB7 approves the portion of the proposed text amendment relating to **Loading Docks**, which would enhance pedestrian safety by providing required space for such uses.  
*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*
- C. CB7 approves the portion of the proposed text amendment relating to **Rental Vehicle Parking**, which would permit off-street parking facilities to accommodate more rental vehicles than the current limits.  
*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*
- D. CB7 approves the portion of the proposed text amendment relating to **Commercial Vehicle Parking**, which would permit commercial vehicles to be stored in off-street parking facilities.  
*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*
- E. CB7 disapproves the portion of the proposed text amendment relating to **Permitting Accessory Parking to Operate as Public Parking** unless a defined percentage of spaces were reserved for monthly parking only, and with the percentage to be determined through further study.  
*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*
- F. CB7 approves the portion of the proposed text amendments relating to **Special Permits – New Findings Requirements**, which would impose new criteria for granting a special permit for any off-street facility that seeks to exceed the permitted number of spaces. In addition to general criteria, the proposed text amendment provides specific criteria where the reason additional

250 West 87<sup>th</sup> Street New York, NY 10024-2706

Phone: (212) 362-4008 Fax: (212) 595-9317

Web site: [nyc.gov/mcb7](http://nyc.gov/mcb7) e-mail address: [office@cb7.org](mailto:office@cb7.org)

spaces is sought is as a result of seeking a : (a) Residential Growth Special Permit; (b) Health Care, Arts or Public Assembly Uses Special Permit; (c) Economic Generators Special Permit; or (d) Large-scale development Special Permit. CB7 calls on the DCP to retain the requirement that all special permit requests are reviewed by the City's DOT and DEP for traffic and air quality impacts.

*Land Use/Transportation Committee: 8-2-0-1. Board Members: 1-0-0-0.*

- G. CB7 approves the portion of the proposed text amendments relating to **Floor Area Exemption**. The existing floor area exemption for parking spaces between curb level up to 23' in new developments would be retained only for buildings wrapped to a depth of 30' with non-parking uses. In residential districts, exempted floor area would have a planting and screening requirement.

*Land Use/Transportation Committee: 10-0-1-0. Board Members: 1-0-0-0.*

- H. CB7 approves the portion of the proposed text amendments relating to the **As-of-right retail cap allowance**. The as-of-right retail parking allowance would be capped to 10 spaces.

*Land Use/Transportation Committee: 10-0-0-0. Board Members: 1-0-0-0.*

- I. CB7 approves the portion of the proposed text amendments relating to **Removing Parking Requirement Provisions**. While parking is not required in new developments today, parking was required prior to the 1982 parking regulations and currently cannot be removed. This proposal would allow for reductions or removal of this once-required parking by a City Planning Commission authorization.

*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*

- J. CB7 approves the portion of the proposed text amendments relating **Requirement exemptions**. Ramps and mechanical space would be exempted from the 200'-per-space parking requirement and standards would be defined for mechanical lifts.

*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*

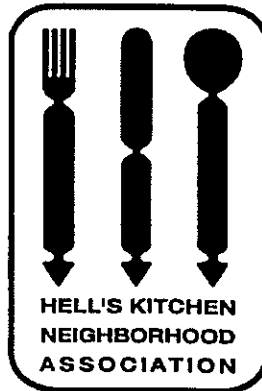
- K. CB7 approves the portion of the proposed text amendments relating to **Waiving Reservoir Requirements**. Reservoir space requirements to allow small facilities to waive out would be modified to enable a more rational provision of reservoir spaces given garage capacities.

*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*

- L. CB7 approves the portion of the proposed text amendments relating to **Enhanced Pedestrian / Vehicular Design and Safety Requirements**. Design regulations to ensure safe vehicular and pedestrian access would be established with a 'stop' sign and a speed bump located within the exit lane of the parking facility.

*Land Use/Transportation Committee: 11-0-0-0. Board Members: 1-0-0-0.*

- M. CB7 approves the remainder of the proposed text amendments.



Good morning, members of the Committee,  
I am Kathleen Treat, Chair of the Hell's Kitchen Neighborhood Association

I would like to add to this testimony my outrage at the enormous "gift" to the parking industry this text includes : giving a general amnesty to parking operators for twenty years of illegal operation is absolutely wrong - and wrong-headed. How the hell did they get away with it for twenty years???? Apparently no one was minding the store.

Why should we forgive this heinous behavior and then turn our backs on the money that belongs to the City? What POSSIBLE RATIONALE can there be to forego millions in fines **for illegal operations** while we are told over and over again that the budget can't pay for after school programs for little kids???

What idiot dares to call this economic development? We KNOW that the parking industry generates **precious few** jobs and that the **robots** approved in this zoning will decrease that number even more. What else can we give the parking industry? How about the keys to the City? How about our first born grandchildren?

Let's make it crystal clear that this City Council does **not** reward illegal behavior.

Kathleen McGee Treat, Chair  
April 30, 2013

**Hell's Kitchen Neighborhood Association**  
**454 West 35<sup>th</sup> Street, New York, New York 10001**  
**212-501-2704 - [www.hknanyc.org](http://www.hknanyc.org)**



My name is Christine Berthet. I am speaking on behalf of CHEKPEDS, a coalition for pedestrian safety, as well as the Tri State Transportation Campaign.

We support the proposed changes to public parking and public special permits in the Manhattan Core parking regulations based on the December 2011 study of Public parking.

However DCP is also proposing wholesale changes to residential parking – namely to open accessory parking to the public- without having performed a study focused on residents. Of CPC's own admission "The (public) survey methodology, likely over-represents frequent auto users and under-represents infrequent auto users," such as monthly residential parkers. Thus the survey largely ignored their concerns as well as concerns of residential neighborhoods (DCP, "Manhattan Core Public Parking Study," December, 2011, p. 21).

Opening accessory parking to the public allows it to be used by commuters, which in 1982 the Commission itself found to "attract[s] additional cars to residential streets to the detriment of the neighborhood" ... "as a matter of good land use planning, public parking facilities do not belong in residential buildings or neighborhoods without a careful review of their land use, traffic and environmental impacts" Yet the Commission has conducted no such study.

At the same time, when commercial users compete for residential accessory spaces, some nearby residents may be forced to park far from their buildings and pay higher parking rates. Not a prospect that anyone would enjoy if it happened in your residential neighborhood, and in conflict with DCP's avowed goal for the change.

Finally not unlike the repeal of the Glass Steagall act, such changes will have slow insidious and cumulative effects that will take years to manifest and will not be easy to correct.

The Commission indicates that its proposal for "public parking everywhere" is mainly aimed at accommodating nearby residents without parking in their own buildings. If that is the goal, there may be an array of solutions that ought to be explored as part of a study beyond the rather blunt solution proposed. Just like one set of parking rules do not fit all neighborhoods of Corona, Downtown Brooklyn, Riverdale, one solution surely does not fit Wall Street, East village and the Upper east side who have very different parking constraints and needs.

The fact that four community boards CB1, 2, 4, and 7 oppose the solution, one board, CB6 opposes the concept but proposes another solution and three boards support the change - goes to show that local specificity matters.

Until a study is performed, we recommend that a cautious approach be adopted— open residential parking to nearby residents only, by changing "public use" in §13-21 to "monthly rental".

# CORNELL NYCTECH

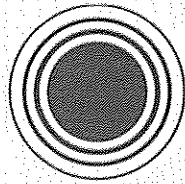
---

Home of the  
**JOAN & IRWIN JACOBS  
TECHNION-CORNELL  
INNOVATION INSTITUTE**



Cornell University





**ESTIMATED PRIVATE SECTOR JOB CREATION**

**30,000 to 120,000**

### **A New Model in New York City**

- Tech sector shifting from technology itself to technologically enabled products, services and experiences
- NYC positioned to become new tech capital
- Unrivaled potential for deep engagement of technology with commerce and social good
- Leverage New York City's role as global capital of commerce and creativity

### **Cornell Tech**

- Graduate tech education and research
- A new **culture** of technical depth coupled with active real world engagement
- A new **curriculum** combining aspects of engineering, business and design
- Entrepreneurial spirit to spur innovation
- Companies and non-profits on campus
- Magnet for tech sector



Members of Beta Class

## Academic Programs

- One year professional masters degrees
- Two year dual MS degrees (Cornell/Technion)
- Matrix of interdisciplinary hubs and core technology disciplines
- Integration of technical with business and entrepreneurship courses

## Entrepreneurial Culture

- Entrepreneurial Office and Practicum Fridays for real-world ties and skills
- Hands-on apprenticeship style learning
- Projects supervised by faculty and industry mentors

**CONNECTIVE MEDIA**

**Industries**

Advertising  
Entertainment  
Finance  
Publishing  
Retail

**HEALTHIER LIFE**

Healthcare  
Insurance  
Medical Devices  
Health Information Systems

**BUILT ENVIRONMENT**

Architectural Design  
Construction  
Transportation  
Service

**INTERDISCIPLINARY HUBS TIED TO REAL WORLD**



## Cornell Tech is Underway

- Until 2017 located in space generously donated by Google
- First faculty hired
- Enrolled “beta” class of M.Eng. in Computer Science in January
- Launched a partnership with the US DOC
- Established Steering Committee
- Established JTCII – partnership between Technion and Cornell
- Planning permanent campus
- Launching first K12 program



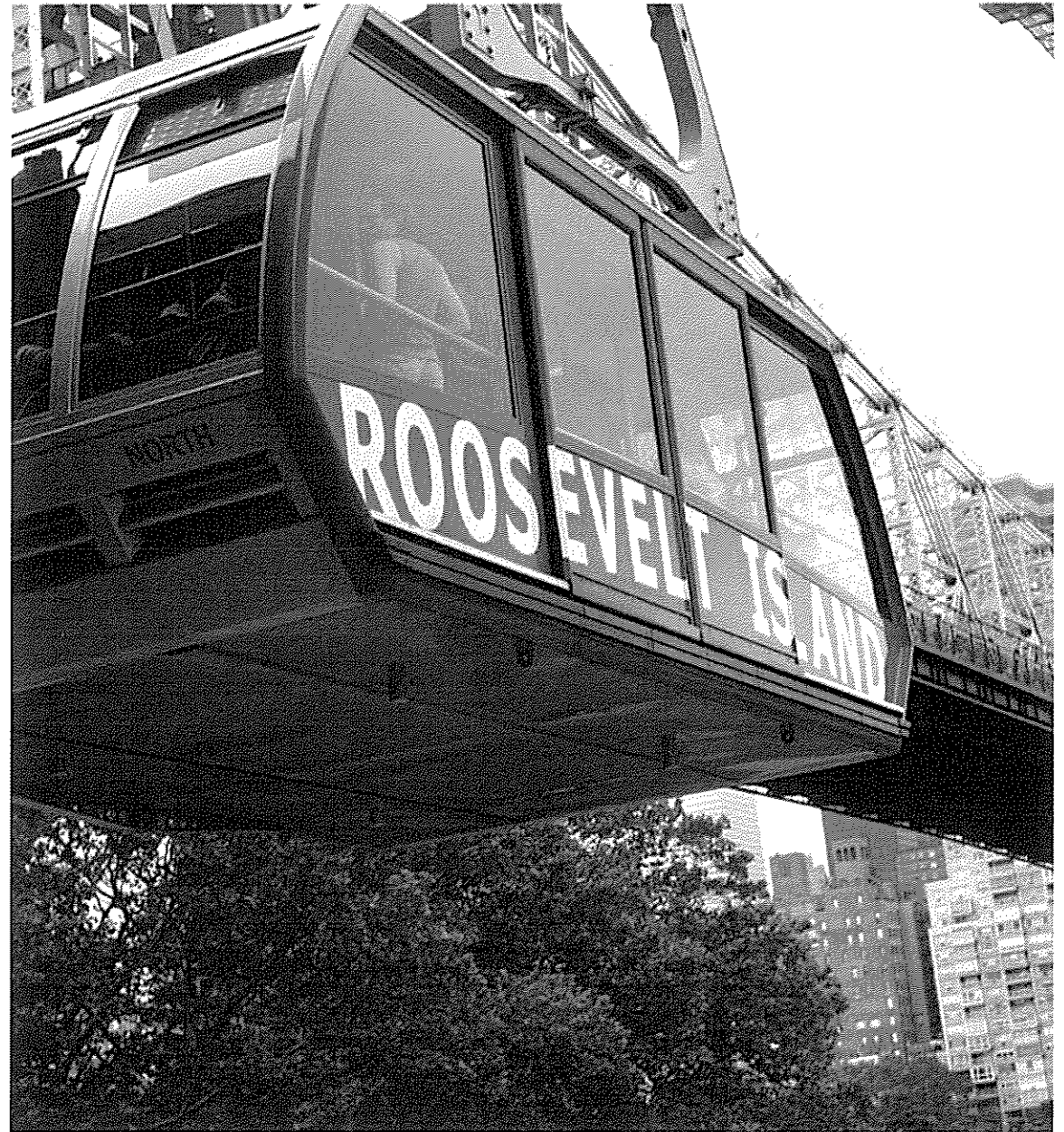
## Cornell Tech as Part of the Community

- Community engagement began as far back as 2011
- Numerous informal meetings with Roosevelt Island community
- Over 50 meetings with elected officials and government agencies
- Over 25 community board, community organization, and town hall meetings



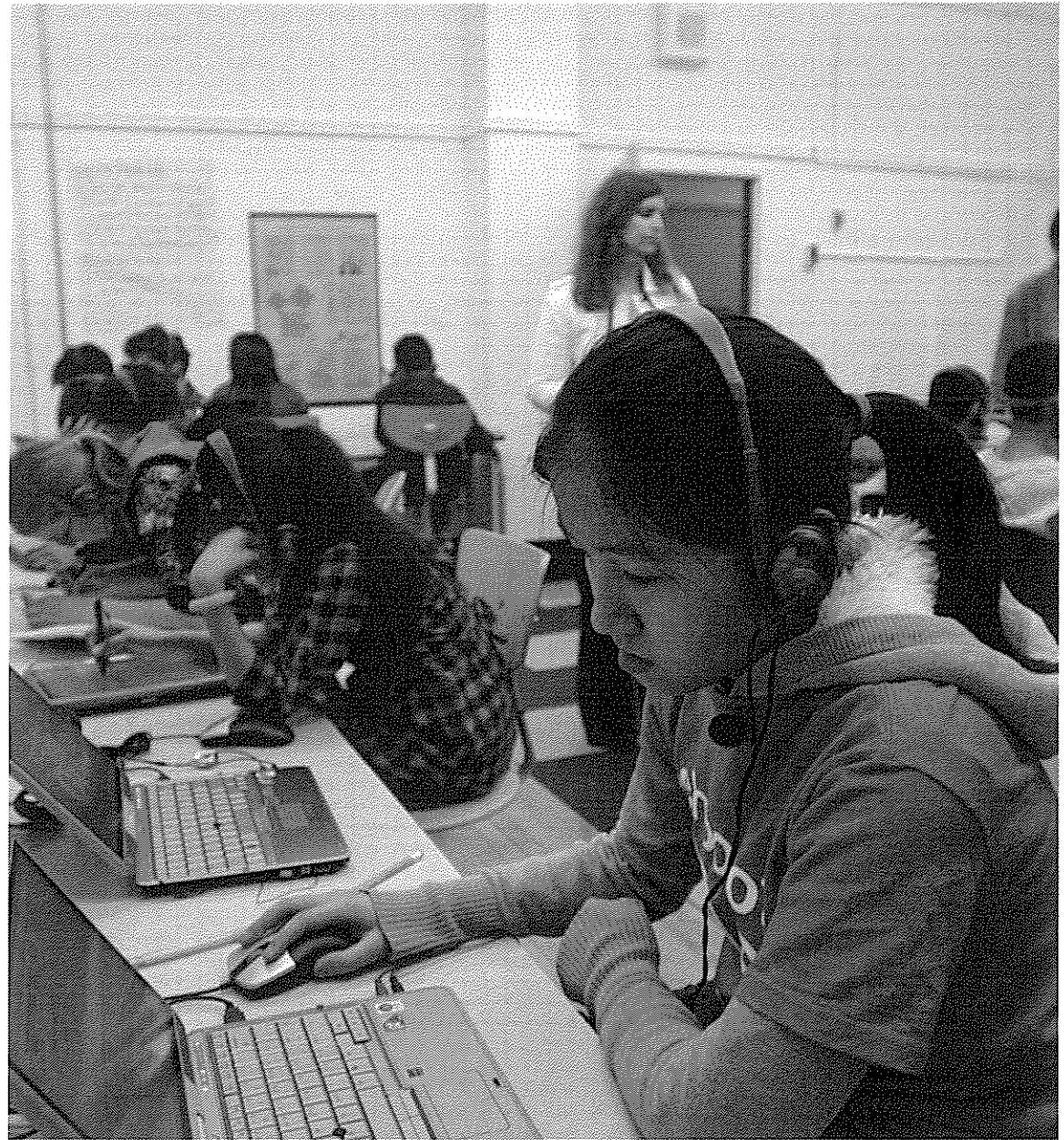
## Community and the Campus

- 2.5 acres of new open space, welcoming visitors and residents
- Indoor and outdoor public programming
- Space for community groups to meet
- ADA compliant facilities
- Bike lanes, street widening and improvements
- Cornell population to support RI retail



## Community engagement

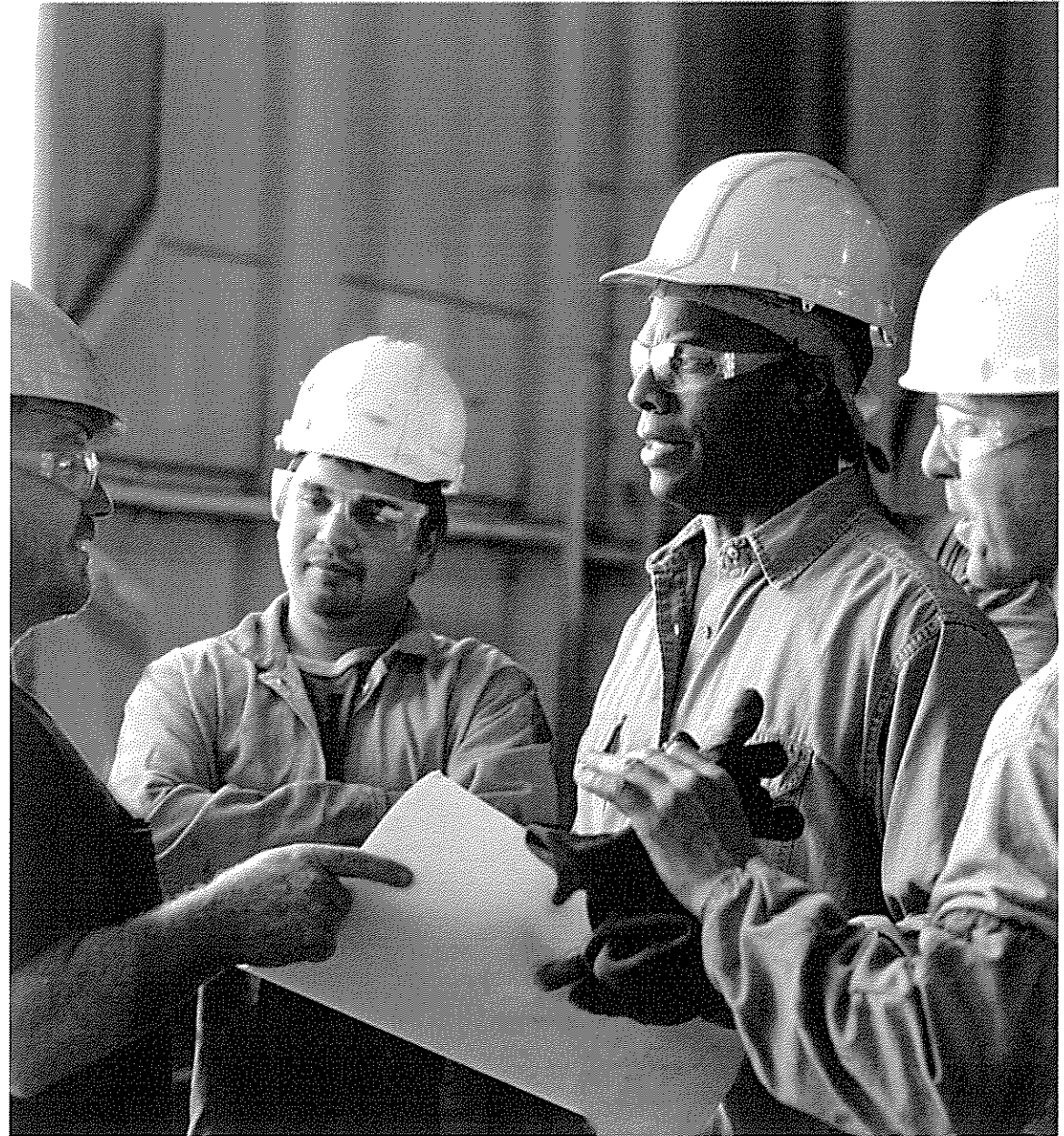
- K-12 STEM education – breadth and depth
  - Middle school focus
  - Special programs for girls
  - Pilot schools – programs starting now
    - **IS 217** - Roosevelt Island
    - **MS 406** - Global Tech Prep (East Harlem)
    - **IS 204** - Oliver W. Holmes (LIC)
    - **PS 111** - Jacob Blackwell (LIC)
- Other educational programs
  - Programming and support for adults e.g. disabled and seniors
  - Programs and research projects benefitting Island residents
    - Hackathons
    - Computer training
  - Support for community events





## Provide Economic Development Opportunities

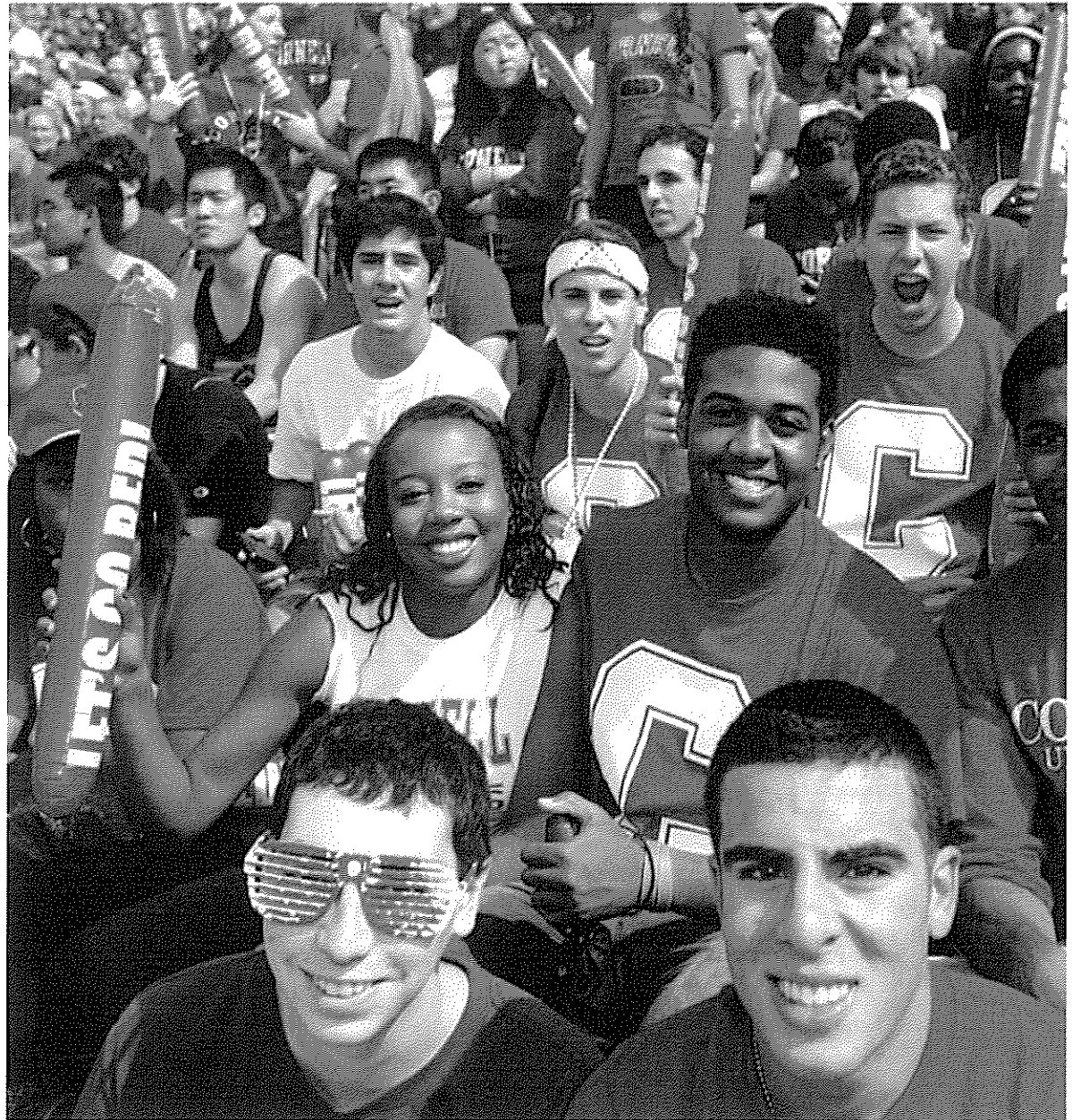
- Create quality construction and permanent employment opportunities
- \$150 million Cornell investment fund—investing in New York City start-ups
- Catalyze business growth in western Queens and surrounding areas



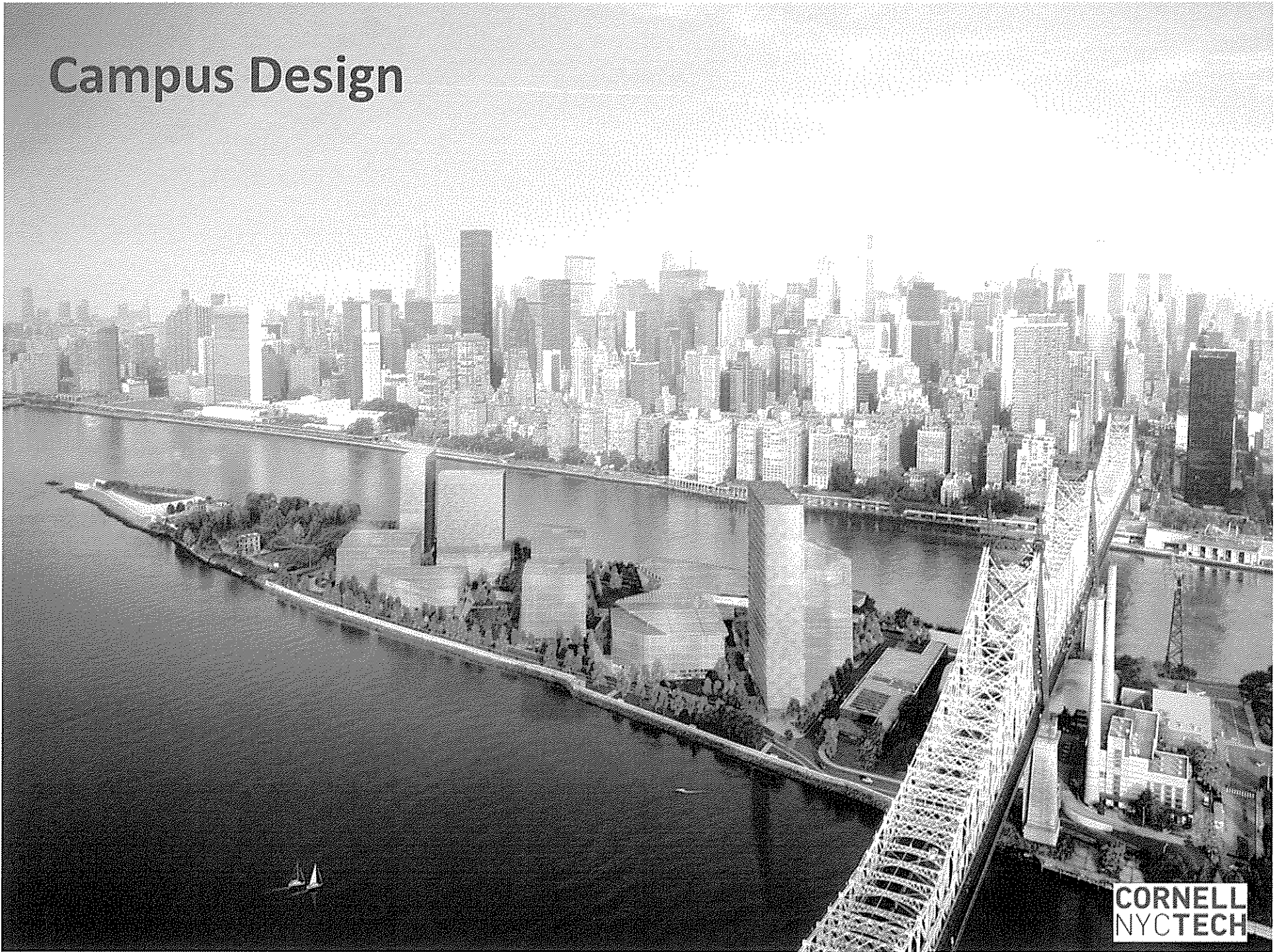


## Commitment to Diversity

- Cornell founded on principal of diversity
  - 1865: Ezra Cornell: *"I would found an institution where any person can find instruction in any study"*
  - 1867: Affirmed accepting students of color
  - Engineering freshman class 43% female compared to average UG women grads 18%
  - 2011 Presidential Award for Excellence for mentoring of engineering students
- **Cornell in NYC**
  - Current workforce:
    - Hispanic 31% (NYC 26%)
    - Black 24% (NYC 22%)
    - First faculty member female
  - MWBE goals for campus development
  - HireNYC for ongoing operations



# Campus Design



CORNELL  
NYCTECH



**Goldwater Hospital/Project Site**



## Cornell Tech campus- Designed around 6 key principles

- River to River Experience
- North-South Pedestrian Spine
- Diverse Collection of Active Open Spaces
- Close link Between Indoor and Outdoor Spaces
- Buildings Optimized for Use & Performance
- Livable & Sustainable Campus



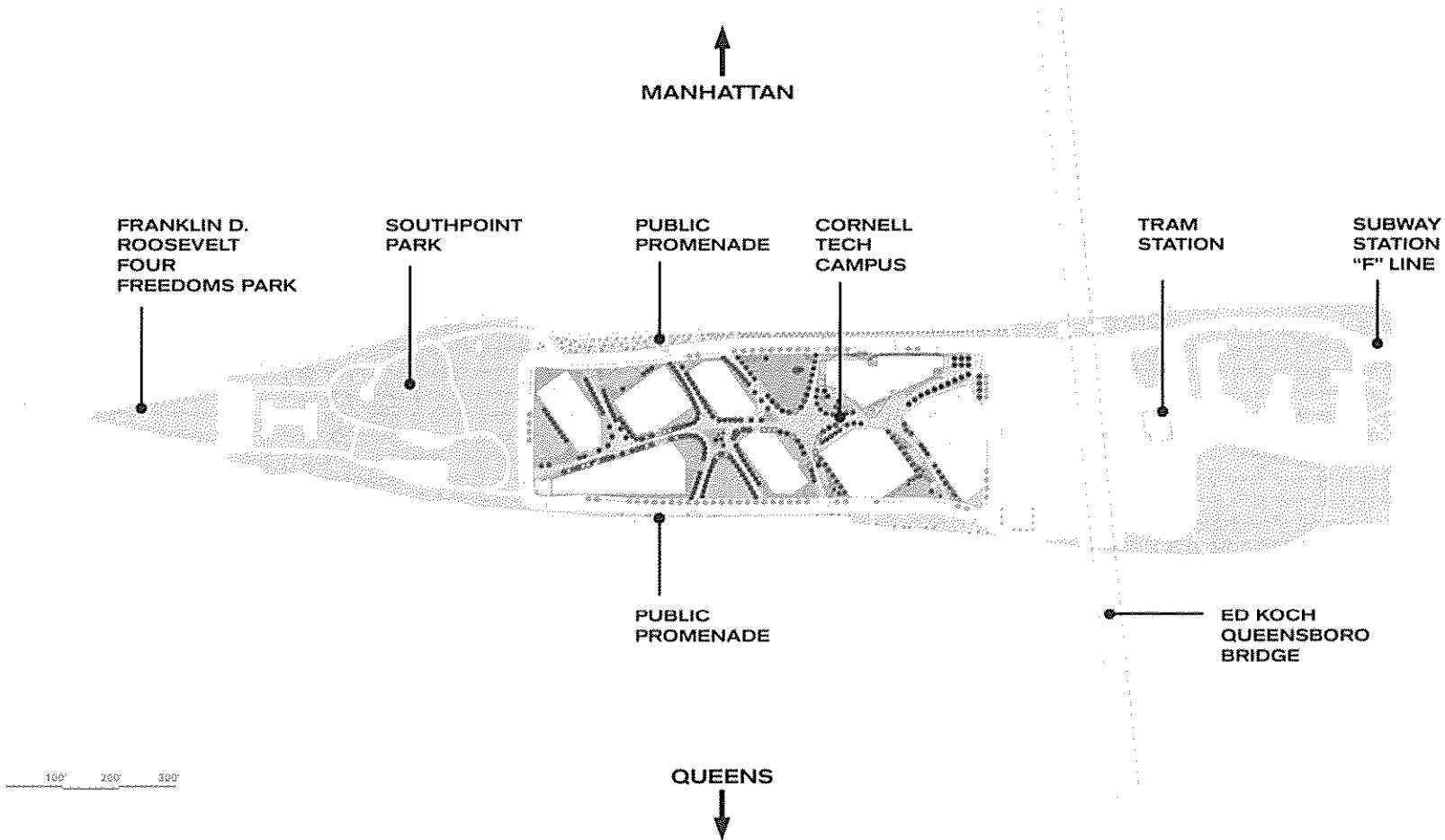
## Campus Vision

- Up to 2.1 million sf of program over 25 years
  - Academic/research uses
  - Commercial co-location
  - Housing
  - Executive education center/hotel
- Vibrant campus with top quality architecture, focus on sustainability, and public open spaces
  - 2.5 acres of new open space, welcoming visitors and residents
- Center point for the tech community
  - Formal and informal venue to foster connections across industry
  - Creating networks across companies

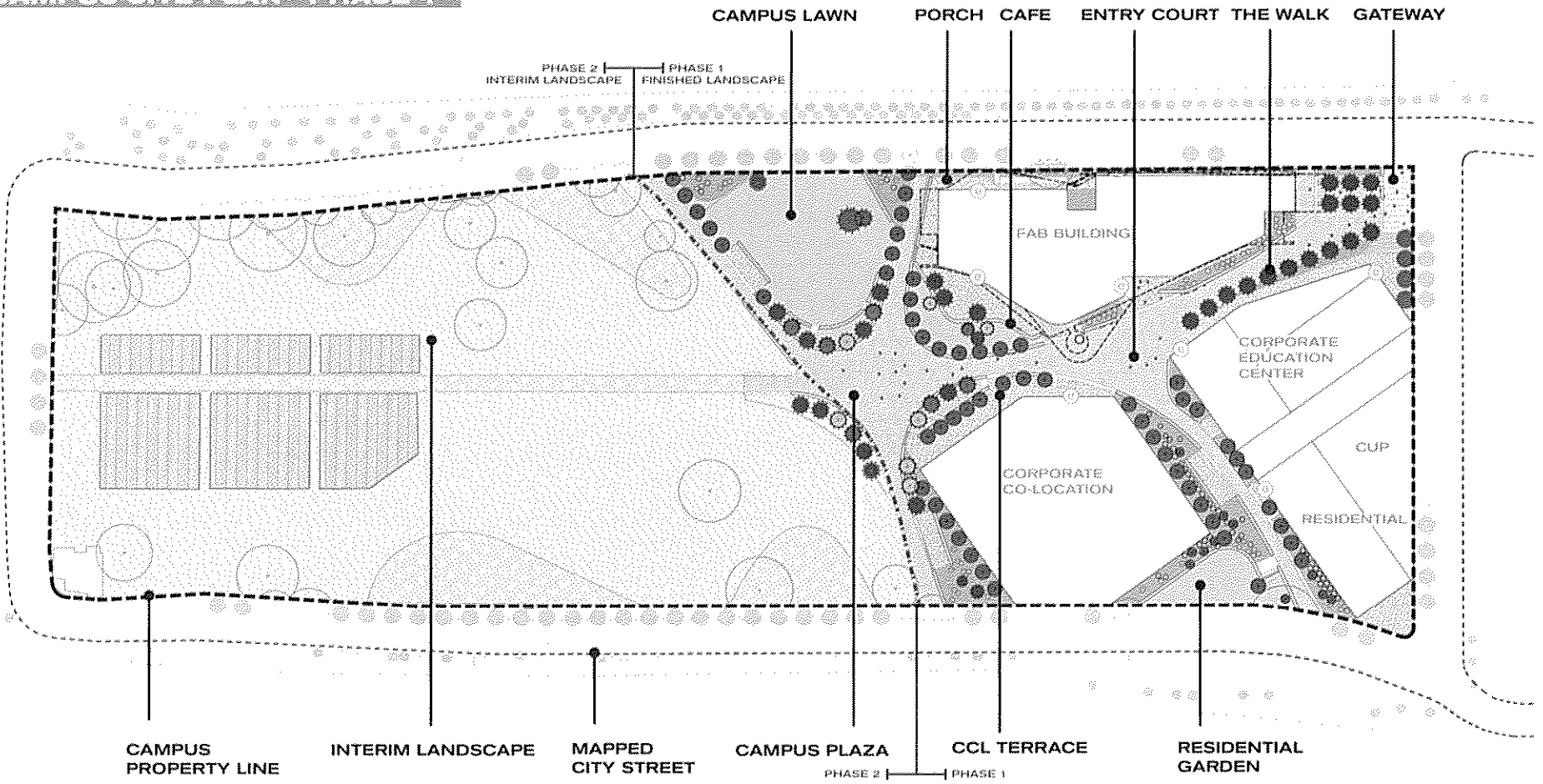




**CAMPUS SITE PLAN**



**CAMPUS SITE PLAN - PHASE 1**



CAMPUS PROPERTY LINE

INTERIM LANDSCAPE

MAPPED CITY STREET

CAMPUS PLAZA

CCL TERRACE

RESIDENTIAL GARDEN

CAMPUS LAWN

PORCH CAFE

ENTRY COURT

THE WALK

GATEWAY

PHASE 2 INTERIM LANDSCAPE | PHASE 1 FINISHED LANDSCAPE

FAB BUILDING

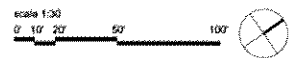
CORPORATE EDUCATION CENTER

CUP

CORPORATE CO-LOCATION

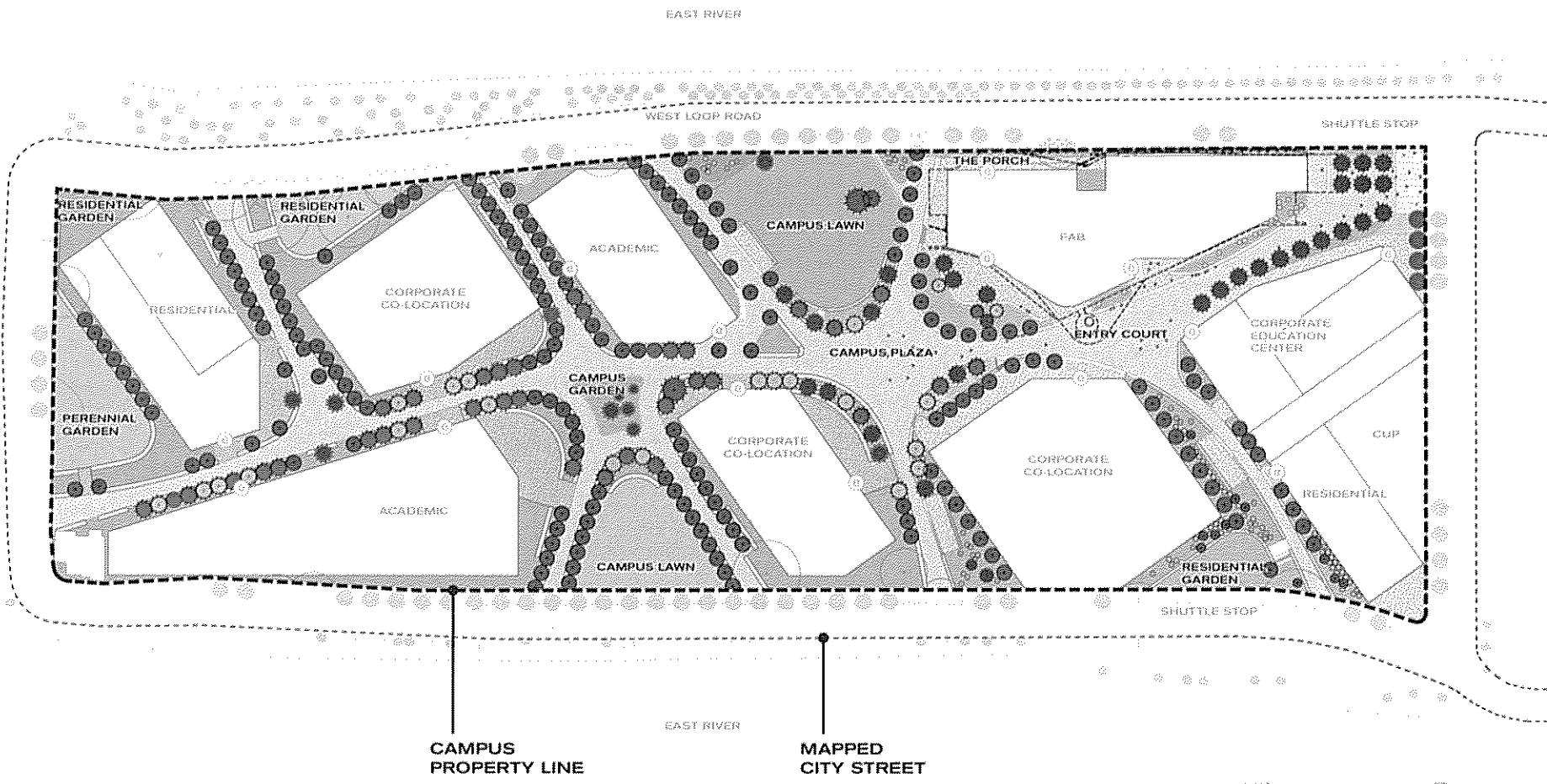
RESIDENTIAL

PHASE 2 | PHASE 1



JAMES CORNELL FIELD OPERATIONS | 11.26.2012

# CAMPUS FULL BUILDOUT

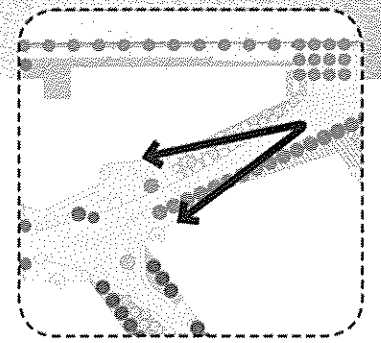


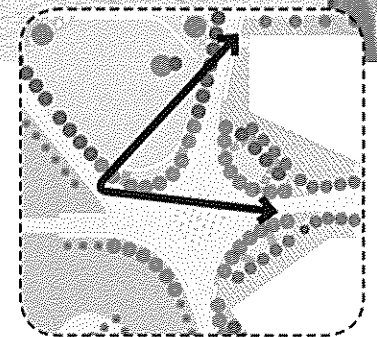
scale 1:30  
 0 10 20 50 100  
 JAMES CORNER FIELD OPERATIONS | 11.26.2012





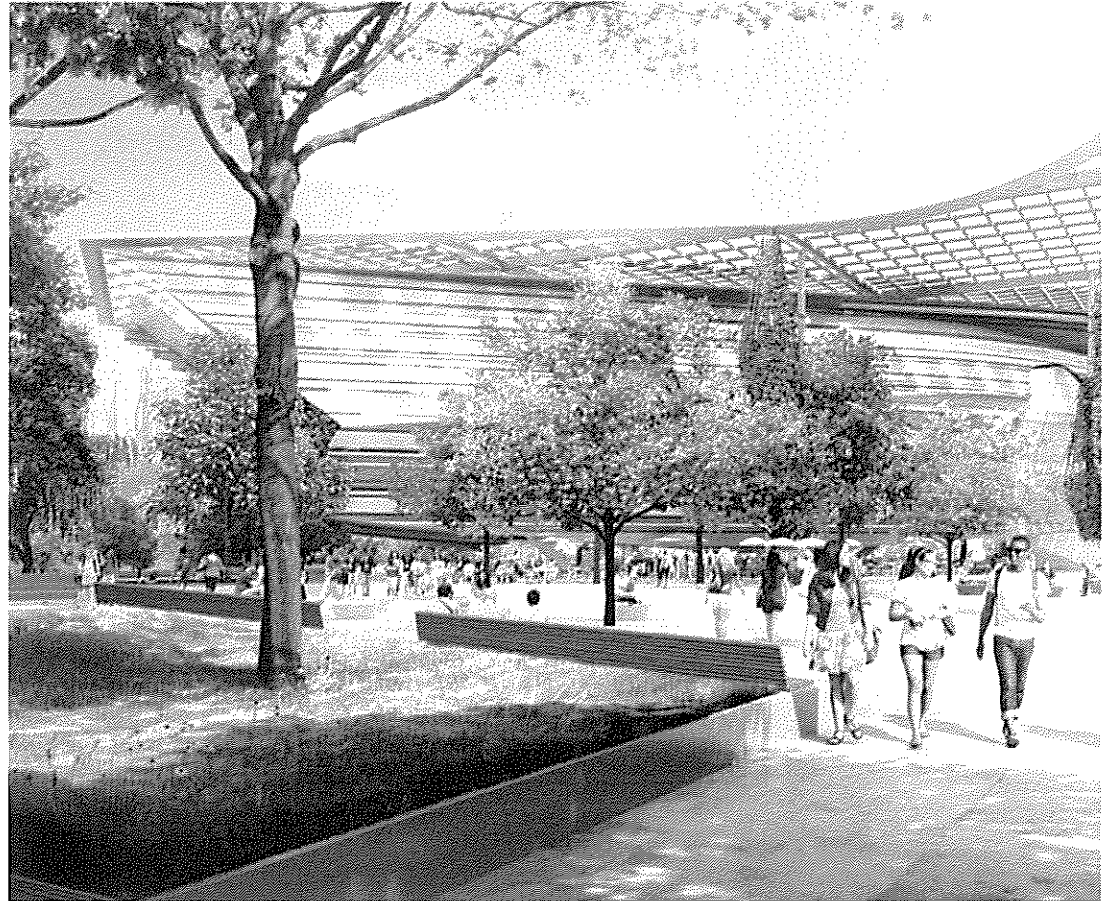
CAMPUS ENTRY WALK





## First Academic Building

- Innovative academic environment
- Design process underway
- Classrooms, workspace, large atrium/cafe and collaborative space
- Highly sustainable with ambition for Net Zero



## Phasing and Schedule

- Developed over 25 years as the campus population grows
- Allows for flexibility over time, and to accommodate changes in building technologies and programmatic needs
- Each phase of the development will result in a complete campus with diverse uses, multiple building types and high quality public open spaces

### *PHASE 1: Open in 2017*

Academic, co-location, residential, exec. ed. ctr. (up to 790,000 sf)

### *Full Build: Open in 2037*

Academic, co-location, residential (total campus up to 2.1M sf)



# Land Use Actions

Disposition of City-Owned Property

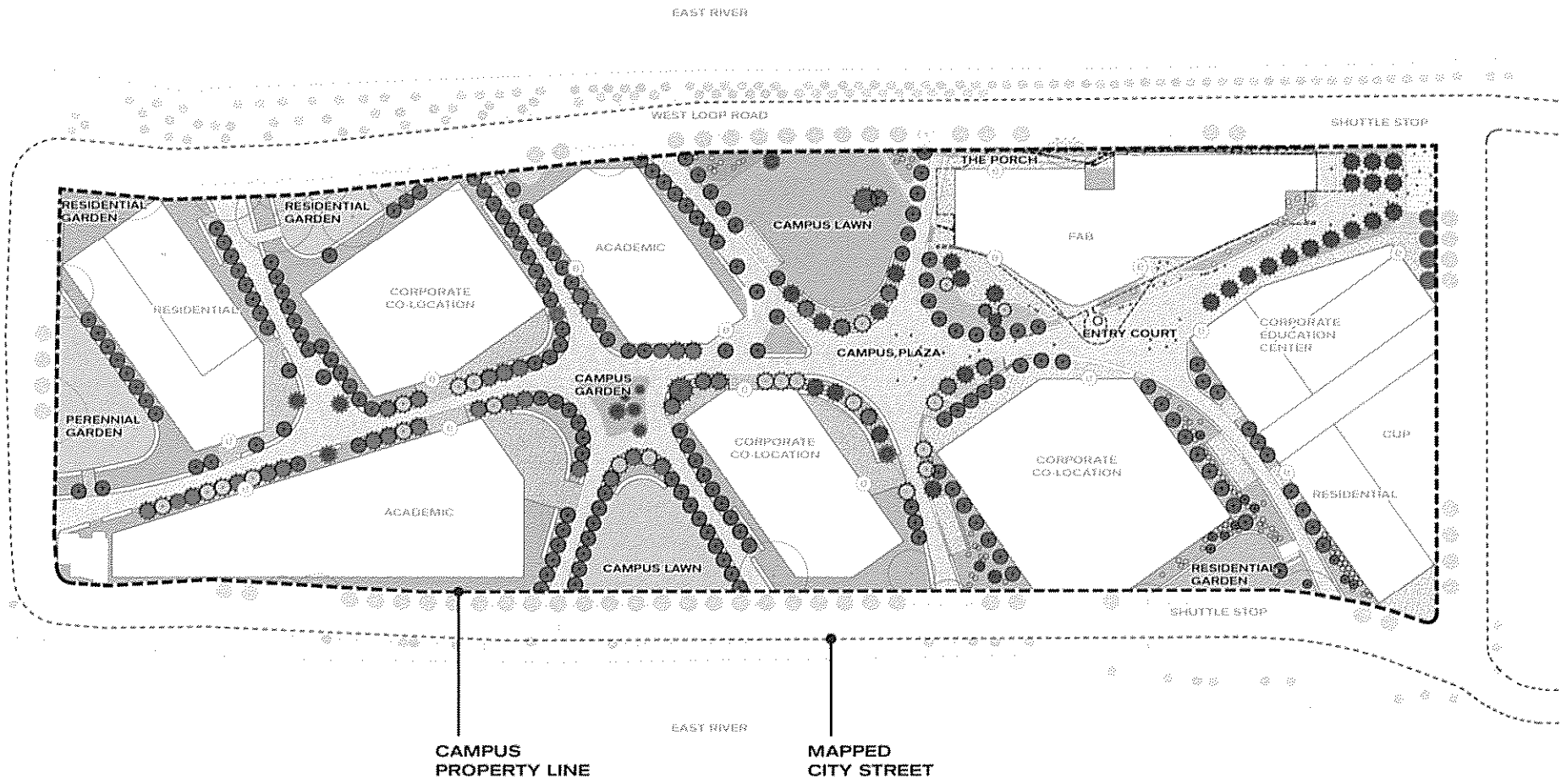
City Map Amendment

Zoning Map Amendment

Zoning Text Amendment

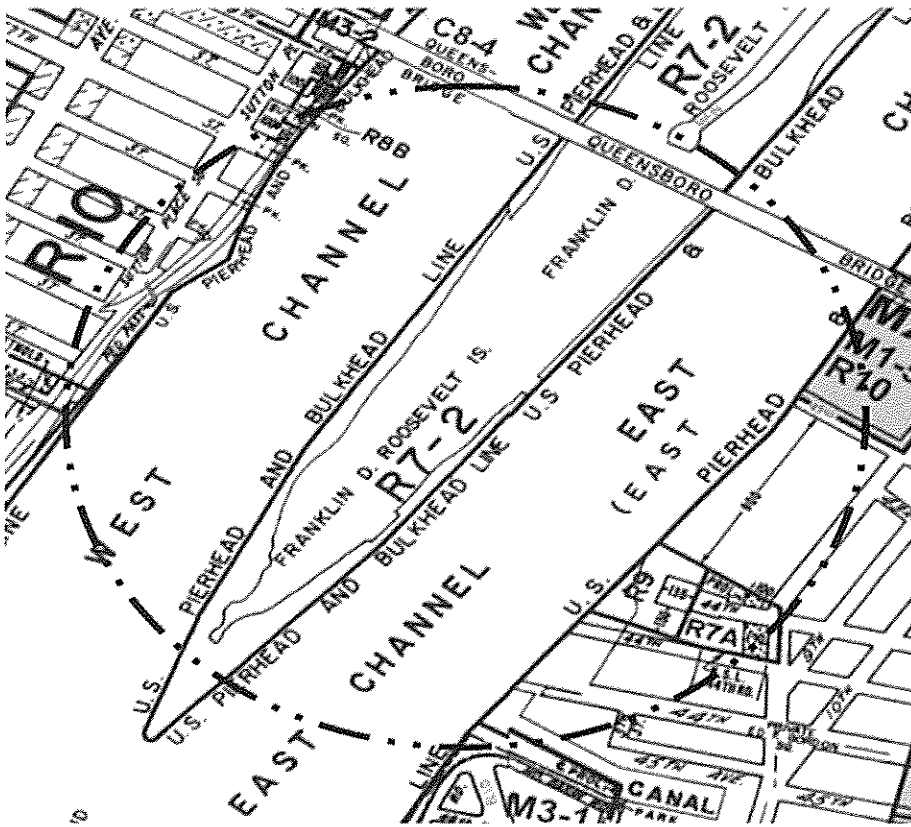


**DISPOSITION OF CITY-OWNED PROPERTY / CITY MAP AMENDMENT**

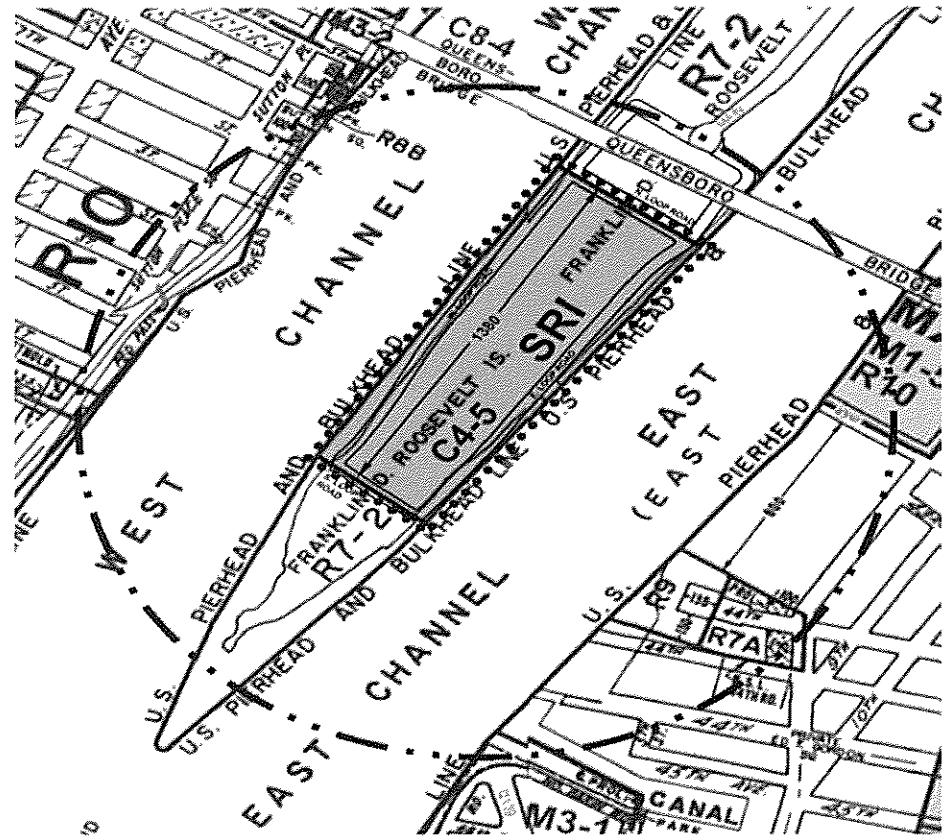


JAMES CORNER FIELD OPERATIONS | 11.26.2012

# Zoning Map Amendment



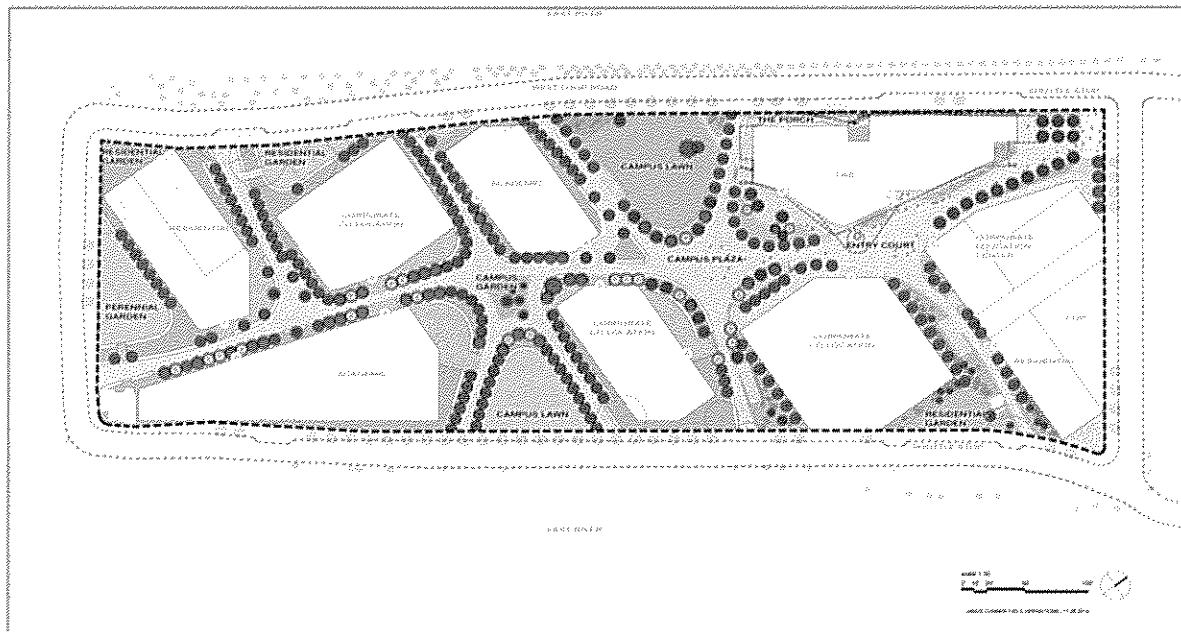
Current Zoning Map: R7-2  
 Community Facility FAR: 6.5  
 Residential FAR: 3.44  
 Mixed Development FAR: 6.5



Proposed Zoning Map:  
 C4-5/SRI  
 Community Facility FAR: 6.5  
 Residential FAR: 3.44  
 Commercial FAR: 3.4  
 Mixed Development FAR: 6.5

## Zoning Text Amendment- Special Southern Roosevelt Island District

- Goal: Promote development of an academic, research and technology campus with mixture of uses and network of publicly accessible open space



- Use
- Development Envelope
- Parking
- Open Space



## Modifications and Commitments

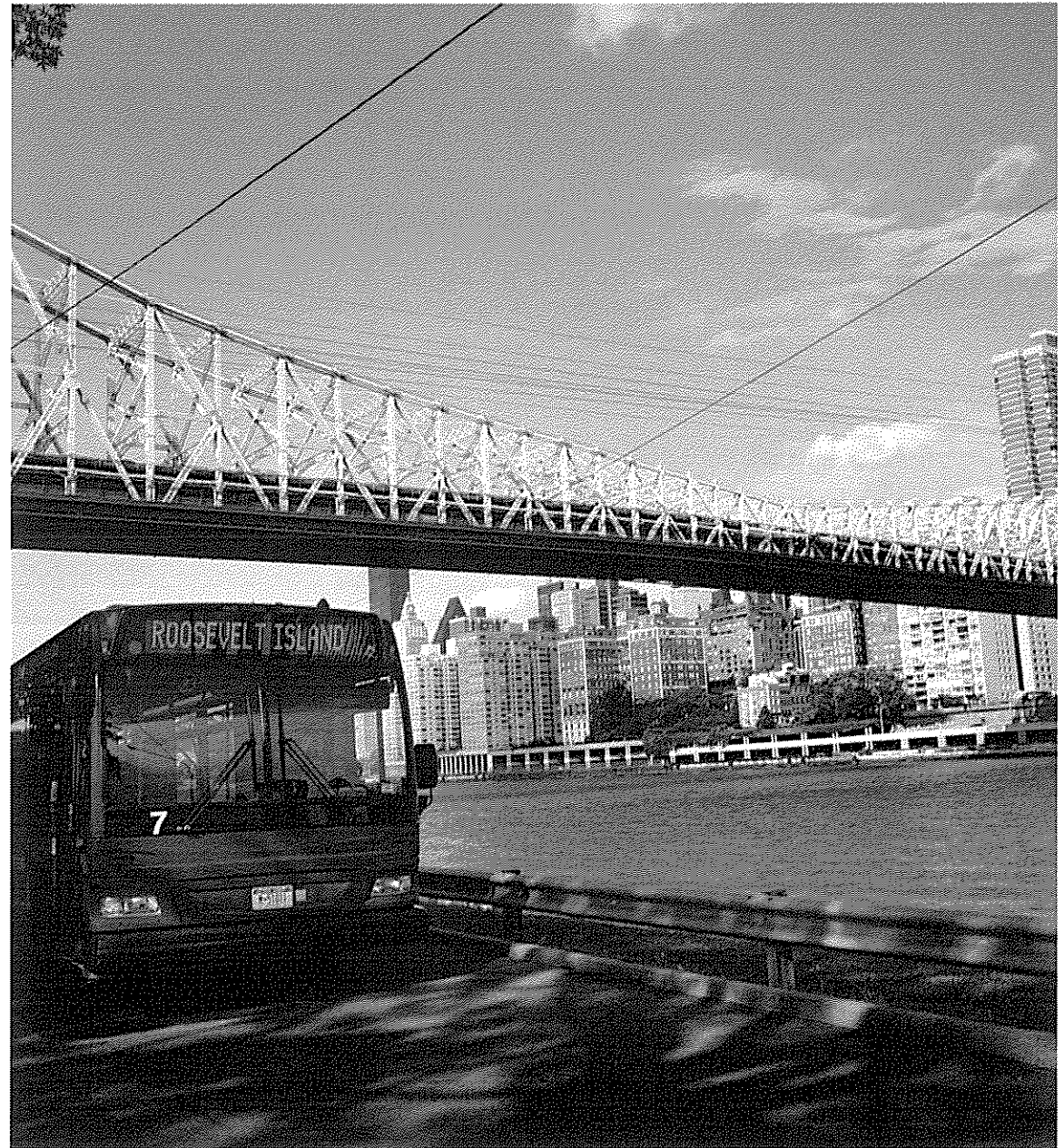
1. Disposition- Tailored to disposition for a technology oriented academic campus
2. Zoning Text
  - a) Performance Standards
  - b) Open Space
    - Hours
    - Operations
    - City Planning Oversight
  - c) Special Permit for Modification of Envelope Controls
3. Parking

# Construction



## Committed to Being a Good Neighbor

- Name a Community Liaison to serve as contact person for the community and local elected officials
- Create a Construction Task Force comprised of Roosevelt Island residents (and others if appropriate) appointed by elected officials and Community Board 8
- Maintain and regularly update a web site that will inform the community, local leaders and interested parties about anticipated construction activities
- Repair any damage caused by Cornell's construction activities
- Fund the operating costs associated with providing additional Red Bus service
- And...
  - Safety
  - Material delivery

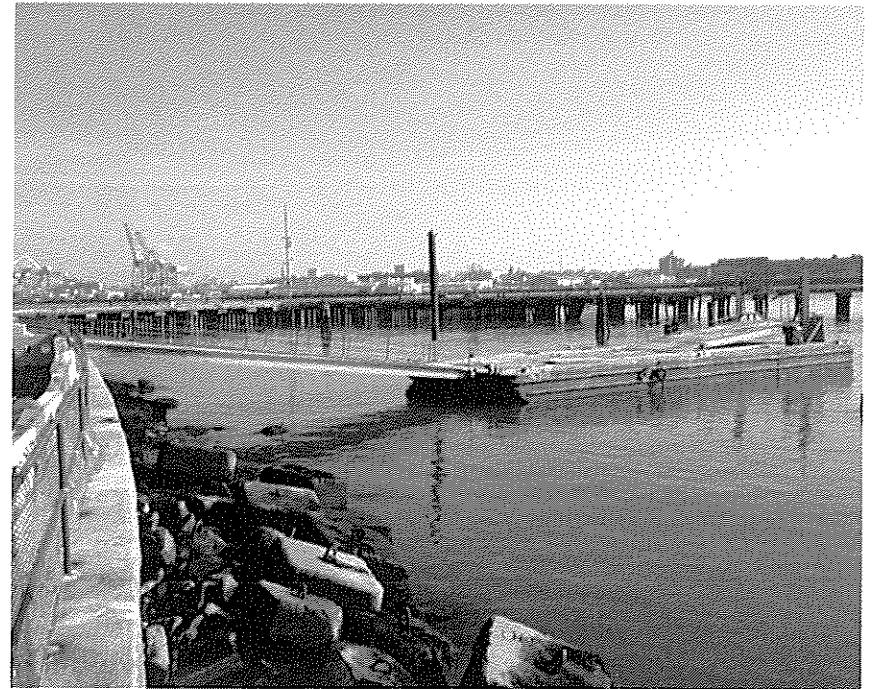


## Committed to Safety

- Hire independent 3<sup>rd</sup> party to monitor air quality during abatement
- Monitor air quality during demolition and excavation
- Have a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) in place
- Minimize use of diesel equipment and maximize electrification where feasible
- Utilize ultra-low sulfur diesel fuel in diesel equipment that is used
- Maintain a secure site, free of garbage and debris
- Strict fugitive dust control measures
- Source location to limit the location of equipment near sensitive receptors where feasible
- Restrict vehicle idling of more than three minutes except where necessary

## Committing to the most aggressive barging program in NYC

- Undertaken an unprecedented effort to reduce the impact of construction on the Island, with specific focus on the weight and frequency of trucks on Main Street and the helix
- Prepared to commit to the most aggressive voluntary barging program in New York City
  - Nearly all bulk materials will be delivered and removed by barge;
  - Heavy materials such as steel, curtain wall and equipment will also be delivered by barge
- Truck trip reduction from a conventional project by half
- Committed to implementing this program, pending necessary approval by state and federal regulators







**CORNELL  
NYCTECH**

# **BEN KALLOS**

## **FOR CITY COUNCIL**

Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

**Testimony of City Council Candidate Benjamin Kallos for the  
Upper East Side and Roosevelt Island before the New York City Council  
Land Use Committee's Subcommittee on Zoning and Franchises Hearing on Land Use  
Items 796 – 799 of 2013 relating to the Cornell NYC Tech Campus  
April 30, 2013**

Saul Nadel, Campaign Director for Roosevelt Island

### *Executive Summary*

Thank you, Council Members. Before you is the opportunity to literally build a better City. Thank you to my Council Member Jessica Lappin. We look forward to your strong leadership in delivering the necessary amendments we are seeking.

My name is Saul Nadel, I am the Roosevelt Island Director for City Council Candidate Benjamin Kallos who is running to represent the Upper East Side and Roosevelt Island. Our campaign empowers residents to take a larger part in City government, so as a lifelong resident of Roosevelt Island, I am here to provide our advice on amendments to build a better City.

Our key points:

- Require Cornell NYC Tech to be truly “sustainable” by supporting their own infrastructure;
- Direct tax revenues from businesses on the Cornell NYC Tech campus to RIOC;
- Require transportation improvements ahead of Cornell NYC Tech’s move-in day;
- Support local renewable energy through the Cornell NYC Tech “applied sciences” mandate; and
- Support and extend the AVAC to remove waste sustainably from Cornell NYC Tech.

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

Following our testimony on February 6, 2013 before the City Planning Commission, Commissioners Michelle de la Uz and Anna Hayes Levin actually agreed with our testimony. Commissioner de la Uz said the following prior to voting no: “Services on the Island are paid for by residents through ground leases. Although Cornell has agreed to provide private security and pay for a few other things, I am not happy with their exemption from paying for services.”

Please review our testimony and respect their opinions by amending the proposal to require that Cornell NYC Tech pay their fair share to support the local Roosevelt Island infrastructure.

**Direct Tax Revenue from the Cornell NYC Tech to RIOC.**

The Cornell NYC Tech Campus currently plans to include a hotel, corporate co-location and residential housing. Please amend the proposal so that the City receives the same taxes as it

# **BEN KALLOS** **FOR CITY COUNCIL**

Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

would from any other business in New York City, directing all revenues to Roosevelt Island Operating Corporation to support local infrastructure.

## **The ‘nerd boat’ must be funded in next year’s budget to go online in time for Cornell NYC Tech move-in day in 2017.**

The Roosevelt Island Operating Corporation’s “Ferry Landing Feasibility Study” placed the cost between \$5.3 and \$7.2 million with a 12 to 18 month implementation timeline. In order to support the 2017 move-in day, funding must be secured in time for the 2014 – 2015 fiscal year. The “nerd boat” must be funded in next year’s budget to go online in time for Cornell NYC Tech move-in day in 2017.

Please amend the proposal to require the Cornell NYC Tech contribute towards transportation infrastructure improvements such as a ferry landing (in the absence of federal funding).

## **Cornell NYC Tech can fulfill its mandate of “applied sciences” by supporting local renewable energy.**

New York State is facing an energy crisis according to the New York Power Authority, with insufficient energy to meet demand within the next five years. Cornell NYC Tech is uniquely positioned to fulfill its “applied science” mandate by identifying and developing new renewable energy locally and partnering with existing projects such as Verdant Power’s Roosevelt Island Tidal Energy (RITE) Project.

## **Cornell NYC Tech should have a sustainable waste management plan that includes supporting and extending the existing AVAC system.**

Roosevelt Island is the home of the United States only Automated Vacuum Waste Collection System (known as “AVAC”) serving a residential population. Rather than relying on the unsustainable and environmentally unfriendly model of trucking garbage, Cornell NYC Tech should be required to support and extend the existing AVAC system to serve their campus.

## **In Closing**

Please consider our testimony and make the amendments that we, the City Planning Commission Commissioners and other Roosevelt Island residents are requesting, including supporting local infrastructure, directing City tax revenue to RIO, implementing transportation improvements for move-in day, and using applied sciences to support local renewable energy.



**Testimony of City Council Candidate Benjamin Kallos for the  
Upper East Side and Roosevelt Island before the New York City Council  
Land Use Committee's Subcommittee on Zoning and Franchises Hearing on Land Use  
Items 796 – 799 of 2013 relating to the Cornell NYC Tech Campus  
April 30, 2013**

Saul Nadel, Campaign Director for Roosevelt Island

*Full Testimony*

My name is Saul Nadel. I am the Co-Director for Roosevelt Island on the Kallos for Council Campaign, here on behalf of Benjamin Kallos, a Democratic candidate for New York City Council to represent the Upper East Side and Roosevelt Island where the Cornell NYC Tech is currently seeking approval for this ULURP.

The core value of our campaign is to have a City and State government that better serves the people with improved transparency, openness, accountability and a vision for a better City. To that end, our testimony will focus on amendments we suggest to the application before the council.

We are submitting for the consideration of the New York City Council Land Use Committee's Subcommittee on Zoning and Franchise comments regarding the creation of the Special District (zoned C4-5) on Southern Roosevelt Island. The creation of this district as currently proposed would significantly affect the environment of Roosevelt Island. Particularly impacted will be the operation and services provided to the island and its residents by its governing body, the Roosevelt Island Operating Corporation (RIOC). As a campaign dedicated to solutions, we also suggest the inclusion of certain sustainability measures, including supporting local renewable energy production and transportation alternatives to and from Roosevelt Island.

*Sustainability Means That Cornell NYC Tech Must Support Their Own Infrastructure*

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

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

# BEN KALLOS

## FOR CITY COUNCIL

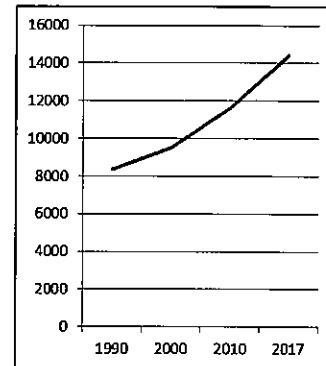
Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

RIOC currently solely funds infrastructure upon which Cornell NYC Tech (“Cornell”) will rely, including transportation to and from the island, by maintaining the tram, the roads, the “helix,”

sanitation (AVAC) services, and the public safety department. All of these services are funded by the ground leases of developments on Roosevelt Island.

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

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



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

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

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

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

# BEN KALLOS

## FOR CITY COUNCIL

Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

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

We join Commissioner Michelle de la Uz, who said the following prior to voting no: "Services on the Island are paid for by residents through ground leases. Although Cornell has agreed to provide private security and pay for a few other things, I am not happy with their exemption from paying for services."

The City Council must heed our testimony as well as the agreement we received from Commissioners Michelle de la Uz and Anna Hayes Levin and amend the application to require that Cornell contribute towards the infrastructure of Roosevelt Island. The Special District should be approved with the amendment that it be subdivided so that all spaces not used for open space or educational purposes automatically support local infrastructure.

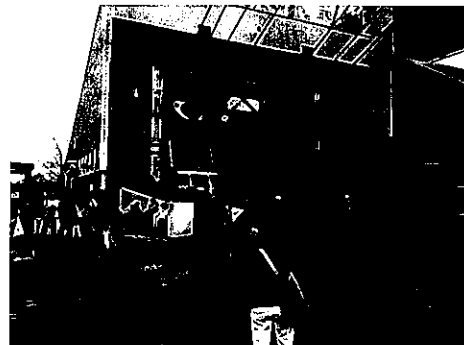
### *The City Must Direct Tax Revenues from the Cornell NYC Tech Campus to Roosevelt Island*

The Cornell NYC Tech Campus currently plans to include a hotel, corporate co-location and residential housing. The City must collect real estate and other taxes from residential apartments, hotel rooms, and corporate offices, earmarking them for the Roosevelt Island Operating Corporation to support local infrastructure.

Please amend the proposal to require that business uses on the Cornell NYC Tech campus be subject to the same taxes as any other business in New York City, with all collections earmarked and provided in whole to the Roosevelt Island Operating Corporation to support local infrastructure.

### *Cornell NYC Tech Must Support Transportation Improvements Now So They Are Implemented for First Students, Faculty and Staff*

Roosevelt Island has inadequate transportation infrastructure to support the existing 11,661 residents. On April 13, 2013, the Roosevelt Islander reported over 4,500 people visited the island as part of the Annual Cherry Blossom Festival, roughly the same number as will be added with the completion of the Cornell NYC Tech campus. On that weekend, with no Manhattan bound subway service, the result was long lines at the tram without any other way off the island for the visitors.



I am pleased to join Senator Charles "Chuck" Schumer, with whom I served as an intern, and the New York City Economic Development Corporation to call for the "nerd boat" to serve technology hubs like DUMBO, Astoria, and, most importantly, the Upper East Side and Roosevelt

**"The 'nerd boat' must be funded in next year's budget to go online in time for Cornell NYC Tech move-in day in 2017."**

1520 York Avenue, Suite 21E, New York, New York 10028 •

*Printed In-House by Volunteers*

# BEN KALLOS

## FOR CITY COUNCIL

Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

Island. The Roosevelt Island Operating Corporation's "Ferry Landing Feasibility Study" placed the cost between \$5.3 and \$7.2 million with a 12 to 18 month implementation timeline. In order to support the 2017 move-in day, funding must be secured in time for the 2014 – 2015 fiscal year. The "nerd boat" must be funded in next year's budget to go online in time for Cornell NYC Tech move-in day in 2017.

Cornell NYC Tech must publicly support Senator Schumer and our Congressional delegation in seeking Department of Transportation funding. To the extent that we are unable to secure Federal funding, Cornell NYC Tech must commit to supporting their fair share of the ferry landing costs to serve their new constituency.

Additionally, we support an amendment to Section 133-00(e), encouraging alternative forms of transportation by requiring bicycle parking, including space for NYC BikeShare along with bicycle lanes within the Special District, in order to provide a safe and accessible commute to those traveling to and from the campus by bicycle.

The City Council must amend the proposal to require the Cornell NYC Tech contribute towards transportation infrastructure improvements such as a ferry landing (in the absence of federal funding).

### *Cornell NYC Tech Can Fulfill Its Applied Sciences Mission by Partnering to Support Local Renewable Energy on Roosevelt Island*

New York State is facing an energy crisis according to the New York Power Authority, with insufficient energy to meet demand within the next five year. Cornell NYC Tech is uniquely positioned to fulfill its "applied science" mandate by identifying and developing new renewable energy locally and partnering with existing projects such as Verdant Power's Roosevelt Island Tidal Energy (RITE) Project.

The RITE Project is now in Phase 3. Having received the first-ever issued commercial ten-year license for tidal power last year, Verdant is building its next generation of tidal turbines. Cornell NYC Tech should investigate a partnership with Verdant Power as well as other companies in the renewable energy area.



Cornell NYC Tech can fulfill its mandate of "applied sciences" by supporting local renewable energy.

### *Cornell NYC Tech Should Extend the Current AVAC System to be Greener and More Sustainable*

Roosevelt Island is the home of the United States' only Automated Vacuum Waste Collection System (known as "AVAC") serving a residential population. The system, built in 1975, is also used at Disney World as well as in 30 countries, with Montreal and Indiana planning to implement the system.



# **BEN KALLOS** **FOR CITY COUNCIL**

Democratic Candidate for City Council on the Upper East Side and Roosevelt Island

Rather than relying on the unsustainable and environmentally unfriendly model of trucking garbage, Cornell NYC Tech should be required to support and extend the existing AVAC system to serve their campus.

The City Council should amend the proposal to require a sustainable waste plan that would support and extend the existing AVAC system to serve the Cornell NYC Tech campus.

## *Conclusion*

Please approve Cornell's ULURP with the amendments we and other representatives of Roosevelt Island have proposed, including:

- Require Cornell NYC Tech to be truly "sustainable" by supporting their own infrastructure;
- Direct tax revenues from businesses on the Cornell NYC Tech campus to RIOC;
- Require transportation improvements ahead of Cornell NYC Tech's move-in day;
- Support local renewable energy through the Cornell NYC Tech "applied sciences" mandate; and
- Support and extend the AVAC to remove waste from Cornell NYC Tech.

It is only with these amendments that we can provide for the responsible planning and orderly development of the Island with adequate and appropriate infrastructure for existing residents as well as Cornell NYC Tech.

The **WIRE**

July 1-4, 2000

## An Island of Opportunity And An Island of Refuge... An Island Ideal for Its Disabled

by Anusha Shrivastava

Principal Photography by Margery Rubin



Michelle Vidra was 16 when a car accident left her in a coma for a year and a half at Elmhurst Hospital. "The doctors said her chances were close to nil and that even if she woke up, she would neither walk nor talk," reminisces Fay Vass, her mother. "I thought I might lose her so I visited her in the hospital every single day, whispering into her ears, hoping she would pull through, and finally, she did. The doctors don't know everything. My Michelle has come a zillion-billion miles since the day she came out of that coma. She was like an infant then. I had to give her baby food and toilet-train her. Today, at age 41, she lives in a separate apartment in Eastwood. She manages 80% of her life and that's pretty good for someone who was supposed to die."

Michelle believes that her mother gave her life twice over and she is probably right. The other factor that has helped her progress is the fact that she lives on Roosevelt Island. Ron Vass, her stepfather, points out that she could not have lived as comfortably anywhere else in the City. "Many doors are open to her here that are not open elsewhere. She can be a part of any organization she chooses, she has freedom of movement and several friends. The Roosevelt Island Disabled Association (RIDA) provides a lot of support and helps solve problems like transportation," says Ron.

After a two-year stay in Goldwater Hospital, Michelle moved into an apartment with her parents, who in turn had moved to the Island so that the hospital would remain easily accessible. Michelle now lives with an attendant in a separate apartment. The apartment is not a specially designed one but it does have wide doors and a bar in the bathroom so she can get in the tub.

"The Island is great because everything is accessible and it is very safe," she says. "People are very friendly and they make you feel like you are like a normal person. There is a wide variety of people so I never feel discriminated against. I can go to Trellis and eat there or hang out with friends. Off the Island, people are not as friendly and talk to you as if you are incapable of understanding adult conversation. They don't take the time to see that you are different. Here, I

am just a neighbor, another person," says Michelle.



Nancy Brown has had polio since she was seven years old. She spent eleven years in Goldwater Hospital and then decided to move into an apartment in Eastwood for the same reason as Michelle - easy access to the hospital. "I have lived here for 25 years and I love it here. Several of my friends moved out of the hospital into apartments on the Island and now we visit each other. We never feel isolated," says Nancy, as she strokes the head of her dog, Misty.

Not all the disabled people who live in the Island's residential housing have moved out of Goldwater Hospital. Margaret and William Graham moved to



the Island from Bensonhurst, Brooklyn, in 1996. They had heard this was a good community to live in because there were several disabled people here, and changes had been made to accommodate them. "Our old apartment building had an elevator that was always broken. We had to call the Fire Department several times to rescue us. Here, the Public Safety Department helps and we hardly ever feel trapped. We can get out of the house easily and take part in several activities," said Margaret. Her husband of 21 years, William, added, "The apartment is well constructed. There are no stairs, the bathroom has rails and an emergency switch and the kitchen cabinets have been made lower. We can commute to the City easily and use Access-a-Ride if the subway does not suit us."



RIDA President Virginia Granato says that the fact that the Island was created with the disabled in mind has helped the entire 100-odd disabled population who live in Eastwood and in 2-4 River Road. "The two hospitals have always been here, the streets are level and all the spots are accessible. The apartments have lower peepholes for those confined to wheelchairs. The sinks have special faucets. The kitchen entrances are wider than in other apartments and there are special machines in the laundry rooms. We have a strong organization that plans outings to museums and shopping trips," says Virginia.

She does have a wish list, though. The elevators in the subway station are often not working, which poses a huge problem. Their maintenance needs to be looked into, says Virginia, adding, "We need wider aisles in stores and merchants should be forced to keep things off the floor. Also, I think we should have more space assigned to us like the seniors so that we can plan more activities."

### Dexter Benjamin: On the Move



Dexter Benjamin's story is

TESTIMONY TO THE NEW YORK CITY COUNCIL  
Land Use Committee  
Subcommittee on Zoning and Franchises  
April 30, 2013

Good afternoon. My name is Matthew Katz and I've served on the Roosevelt Island Residents Association since 1997, eight years as president, elected Island-wide to four two-year terms. Currently, I am a director of the Roosevelt Island Community Coalition, and I'm here today in that capacity.

Today, I wish to address the population figures in the FEIS which are critical in terms of assessing the concentration of new residents, i.e. students, faculty and administration, but particularly transients, that is, co-locators; business people who will commute daily to Roosevelt Island as well as visitors to the campus. Both groups will be using Island services and infrastructure, and the population projections will determine the anticipated stress on our community.

The complex at full build out will comprise 2.13 million square feet of which 1.46 million square feet will be utilized by academics, residences and central utilities. This leaves 695 thousand square feet set aside for corporate co-location enterprises, retail facilities, a conference center and a hotel. That transient population will comprise fully one-third of the total population.

Again: These co-location managers, clients and workers, conference center attendees, hotel guests and campus visitors will be a transient explosion that will greatly increase the estimated population figures delineated in the FEIS. They will not reside on campus and will contribute most heavily to the traffic and transportation issues that in some locations are already beyond mitigation. Our F-train and aerial Tramway are already sardine cans during rush hours.

The assumptions for both co-location sites and for academic space are, at best, unexplained and at worst, inaccurate, causing increased environmental impact. We believe that Cornell has underestimated these critical metrics and approval should be based on how they intend to mitigate the stress on this community's quality of life.

Thank you for your time.





Testimony: New York City Council Subcommittee Zoning and Franchises

Cornell NYC Tech, April 30, 2013

**Linda Heimer - Conclusion**

Good afternoon. My name is Linda Heimer. I am a 32-year resident of Roosevelt Island and am on the Board of Directors of the Roosevelt Island Community Coalition (or RICC).

I am sure you will be happy to know that I am the final speaker representing RICC.

As you have heard from my colleagues, our community is facing severe, unresolved problems.

The financial situation on Roosevelt Island is unique. Although we pay taxes to both City and State, we receive limited services from them. RIOC, the public benefit corporation which runs the Island, receives all its revenues from Island sources - business and playing field rentals, Tram and Red Bus fares, and from the ground rents from residential buildings. Most of its \$22 million-dollar budget comes from middle-income and some low-income residents. These revenues have to cover almost all of the Island's infrastructure, transportation, and community services.

Contrast this with Cornell which has been given \$100 million by the City of New York to build here, in addition to campus land worth \$300 million. They have recently received donations in the amounts of \$350 million and \$133 million for this project, have a \$5 billion endowment, and ~~net assets of \$7.5 billion~~ [see #1]. Additionally, they will receive \$86 million in annual tuition from their 2,000 students and royalties from products they invent.

As a Land Grant University, they are supposed to give to the communities in which they build. Cornell, has a reputation of doing as little as possible to live up to that mandate. They do contribute \$1.5 million in annual PILOTS to Ithaca, but agreed to do so only after they were forced to by the mayor. [See #2]

With few exceptions, they have refused to contribute to Roosevelt Island services which will be strained by their presence. Island residents will be subsidizing them!

They have been looking into whether barging construction materials was possible since last September, with no commitment, as yet. Barging was used to build Goldwater Hospital on the Island in the 1930's and used to build the FDR Memorial which was completed only a year ago.

Of course it is possible.

They have repeatedly cited expense. It comes down to our health and well-being vs. their money. While the rest of the City is understandably rejoicing because of the benefits Cornell will bring, Roosevelt Islanders are forced to bear the brunt of 25 years of demolition and construction, with few mitigations in sight.

For us, this is truly a David vs. Goliath situation. David had a slingshot. We have you! We respectfully look to this body to be our weapon requiring Cornell to sign binding agreements which will protect our

community from being overwhelmed with health hazards and undue financial hardship for decades to come.

THANK YOU

References:

#1. <http://www.charitynavigator.org/index.cfm?bay=search.summary&orgid=3572>

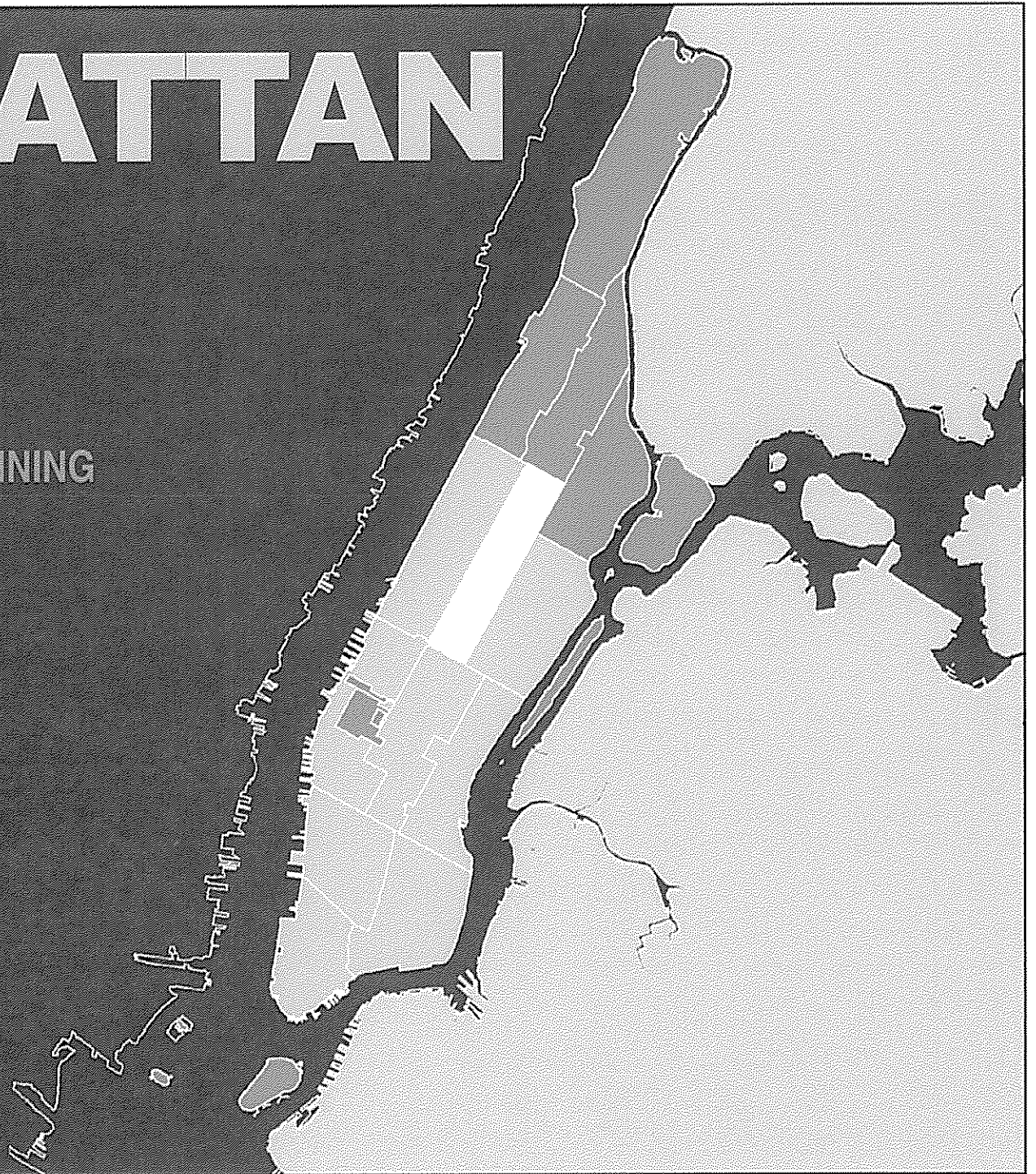
#2 <http://branca.wordpress.com/2012/04/23/when-the-mayor-of-ithaca-stood-up-to-cornell/>



# MANHATTAN CORE

PARKING PROPOSAL  
DEPARTMENT OF CITY PLANNING

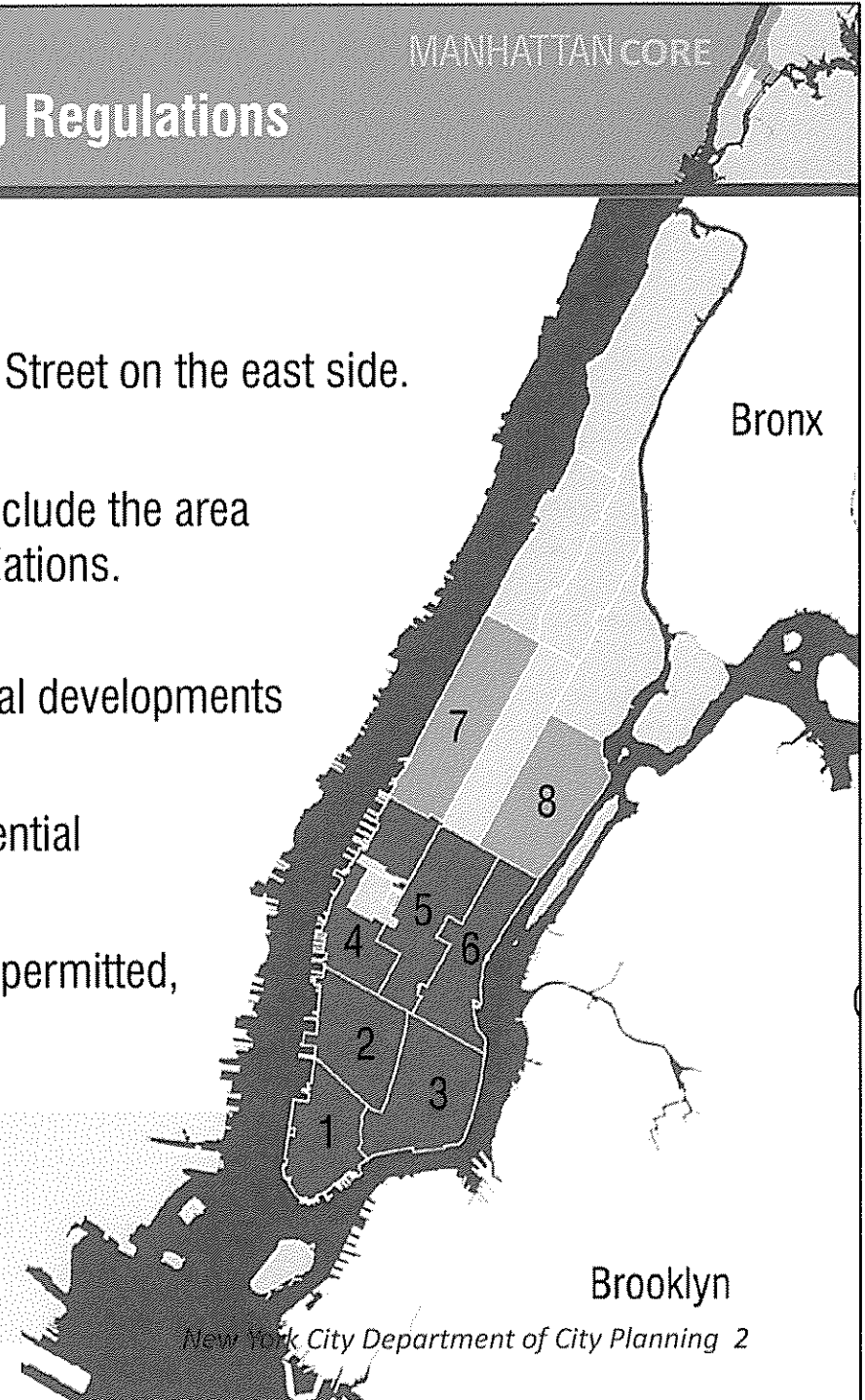
NYC Council Hearing  
April 30, 2013



## Existing Manhattan Core Off-Street Parking Regulations

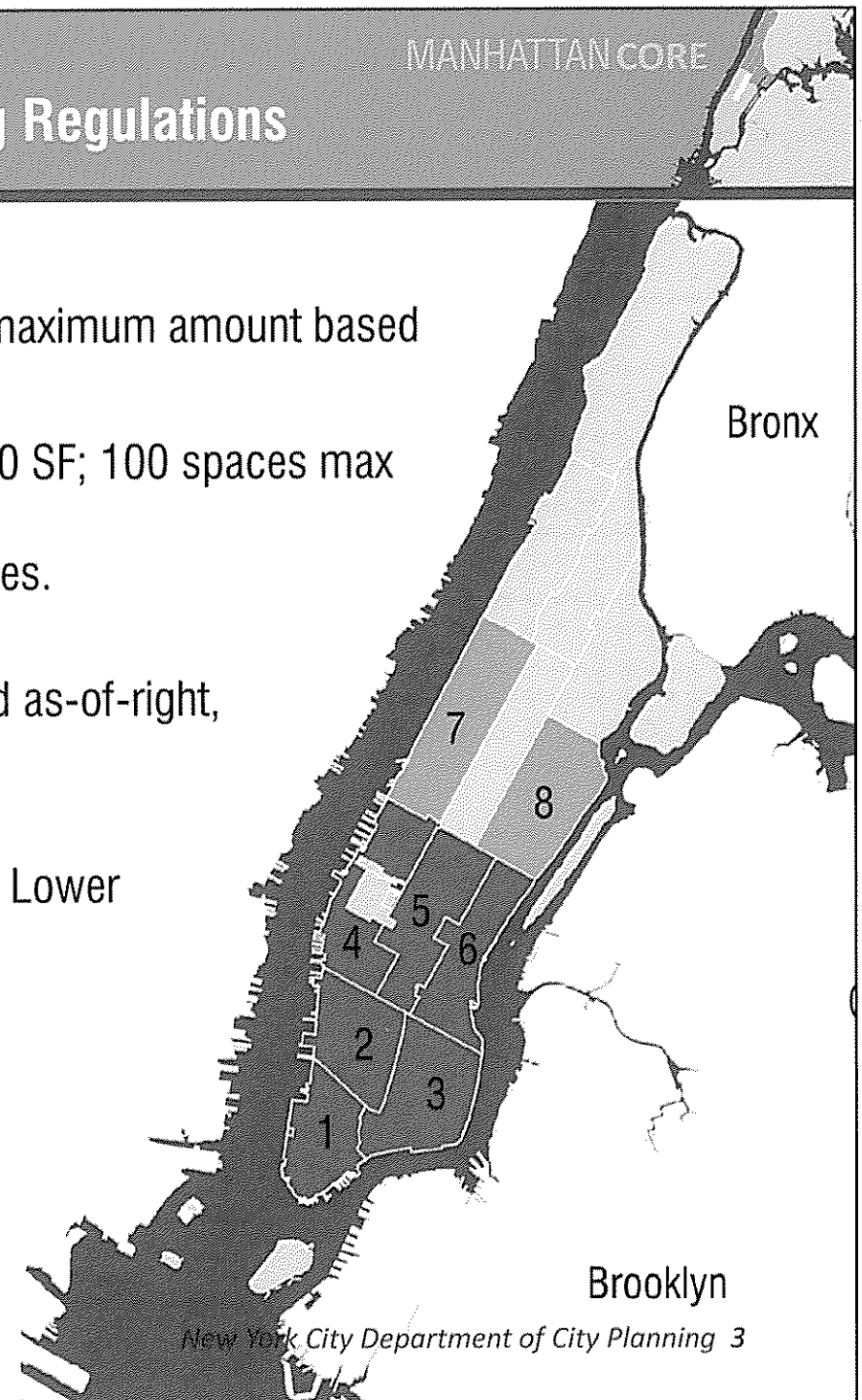
- The Manhattan Core is Community Districts 1-8
  - below 110<sup>th</sup> Street on the west side; below 96<sup>th</sup> Street on the east side.
- The Manhattan Core parking regulations do not include the area subject to the special Hudson Yards parking regulations.
- Removed parking requirements for most residential developments and replaced with parking maximums.
  - **Before 1982:** parking required for all new residential developments.
  - **After 1982:** no parking required and where it is permitted, subject to limits.

***Maximum residential parking spaces permitted as-of-right (% of units)***



## Existing Manhattan Core Off-Street Parking Regulations

- Accessory parking permitted (not required) up to maximum amount based on use and size of development:
  - Office, retail, manufacturing: one space per 4,000 SF; 100 spaces max
  - Hotel: 15% of number of rooms
  - No more than 225 total spaces for any mix of uses.
- New parking in existing buildings no longer allowed as-of-right, only by City Planning Commission authorization.
- Public parking lots no longer allowed as-of-right in Lower Manhattan and Midtown.
- New developments and enlargements may provide off-street parking up to the maximum amounts allowed by the as-of-right ratios.
- Parking garages require special permit



## Why Change the Current Regulations?

### **Deficiencies in existing Manhattan Core zoning regulations:**

- Existing special permits do not provide adequate guidance for decision-makers to determine the appropriate number of parking spaces.
- The regulations do not reflect how accessory and public parking is actually used.
- The regulations are 30 years old and some provisions need adjustments.
- Current regulations contain few standards for the safe layout of new parking facilities.
- Obsolete references to inactive categories of publicly assisted housing.



## Proposal #1A: New Special Permit Findings

- **The New Special Permit Findings would set reasonable standards for determining the number of permitted spaces.**
  - *Based on recent residential development in the surrounding area*
  - *Based on recent changes in the supply of public parking*
  
- **New Findings would consider neighborhood and street characteristics.**
  - *Address neighborhood character, pedestrian safety, land use conflicts*



## Proposal #1B: New Special Permits

- **Special Generators could apply for parking spaces beyond as-of-right maximums.**
  - *Medical, cultural, theaters, large public assembly uses*
  - *Employment generators or developments of major economic importance*
  
- **Large Scale Development Sites.**
  - *For sites larger than 1.5 acres seeking parking beyond as-of-right maximums*
  - *Considers proposed density and uses; displaced parking; access to transit; capacity of nearby garages; and development phasing*

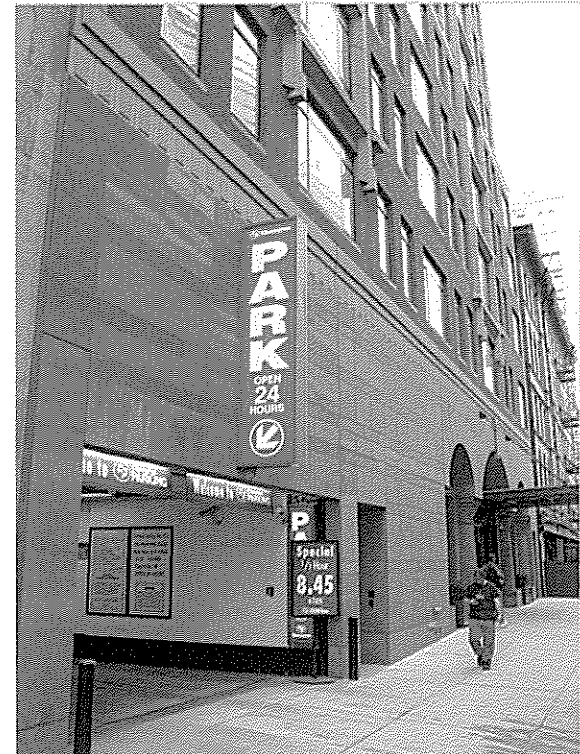


## Proposal #2: Public Parking

➤ **All new parking facilities may contain public parking.**

**Existing parking facilities operating under DCA license are permitted as a conforming use.**

- *Efficiently allocates the supply of parking*
- *All facilities retain the right to make spaces available only to specific users, such as residents of the building*



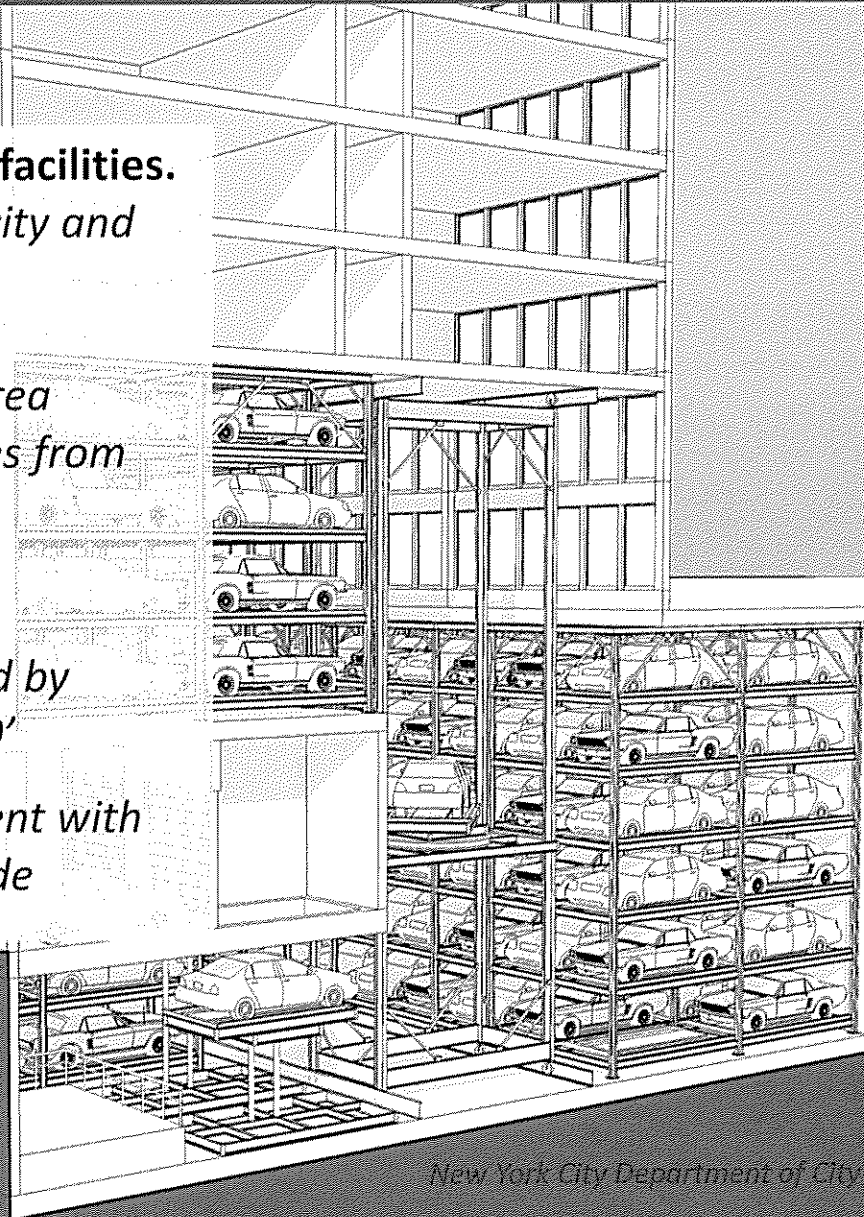
## Proposal #3: Automated Parking Facilities

### ➤ Create standards for automated facilities.

- Permit DOB to determine capacity and reduce reservoir requirement

- Increase existing garage floor area exemption for automated facilities from 23' to 40' by Chair certification if:

- floor area above garage
- first floor must be wrapped by another use to a depth of 30'
- façade up to 40' is consistent with the rest of the building façade



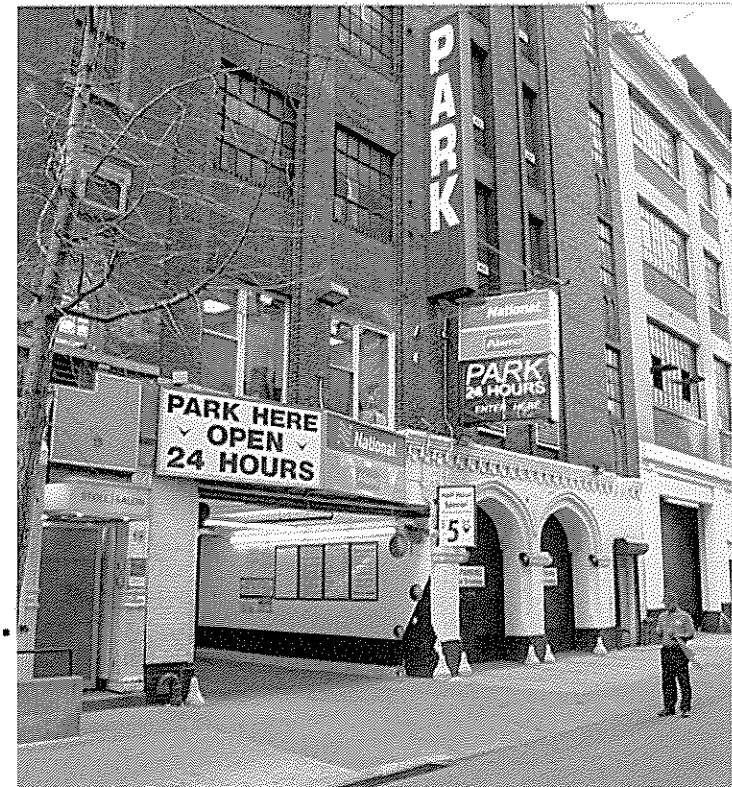
## Proposal #4: Rental Vehicle & Commercial Vehicle Parking

### ➤ Create flexibility for rental vehicles.

- *Allow rental cars to park in public parking garages (like car share vehicles) up to 40% of spaces*
- *Set the cap on permitted parking spaces in rental car establishments to:*
  - 150 in C2 districts*
  - 225 in C4, C5, C6, C8 districts*
  - 300 in M districts*

### ➤ Create flexibility for small commercial vehicles.

- *Increase permitted percentage of small commercial vehicles in public parking facilities up to 50% in C5, C6, C8 & M districts (includes car rental & car share vehicles)*





## Proposal #5: Other Components

- **New and revised layout & design requirements to all new facilities.**
  - *Pedestrian safety measures; exempt ramp space from square footage calculations*
  - *Small garages and automated facilities would be exempt from some requirements*
  
- **Increase the depth of loading docks.**
  - *Increase depth to 37' (from 33') & include increased floor area exemption*
  - *DOB Commissioner waiver: sites w/below grade or infrastructure constraints; loading requirements in situations where curb cut for loading dock is not feasible*
  
- **Allow reduction or removal of pre-1982 required parking by CPC authorization.**
  
- **Remove the existing obsolete references to inactive public-assisted housing programs.**

## Public Review

### ➤ Manhattan Community Board Recommendations

- *CB 3, 5, 6, 8 Approves*
- *CB 1, 7 Approves with conditions*
- *CB 2, 4 Opposes with conditions*

### ➤ City Planning Commission unanimously approves with modifications

- *Vacancy rates*
- *Traffic congestion finding*

My name is Judith Berdy and I am a 35 year resident of Roosevelt Island. I have been president of the RIHS for many years and have seen all the developments for the last 3 decades.

Our island is a community of diversified populations and we welcome Cornell/Technion.

Being a mere sliver in the River the island has many challenges to maintain its daily ebb and flow.

The upcoming demolition of Goldwater Memorial Hospital and the construction of the new campus can be accomplished with the least effect on the current population or create chaos.

We know Cornell does want to be good neighbors and not create undue stress on our island, its streets, its fragile roadways, on its air quality and noise levels.

I have in multiple meetings displayed our by now famous image of Goldwater Hospital under construction in 1937, with a barging pier on the East Channel.

I am sure in our technological era that a similar pier can be constructed for debris to be removed and new materials to be delivered.

Some other aspects of the project interest me as Island Historian:

The preservation of the six torchere lamps that now grace the entrance to Goldwater.

The removal, preservation, conservation of 4 WPA murals installed at Goldwater and other materials that may of historical significance.

A time set aside for archaeological research on the site, before construction begins. The penitentiary was located on this site and assuredly some interesting artifacts will be located.

The integration of the Island history and story into the campus. The campus should not be "bubble" but an integral part of the community.

Our Society has had a great relationship with the Cornell staff, consultants and planners to date and we look forward to continuing this.

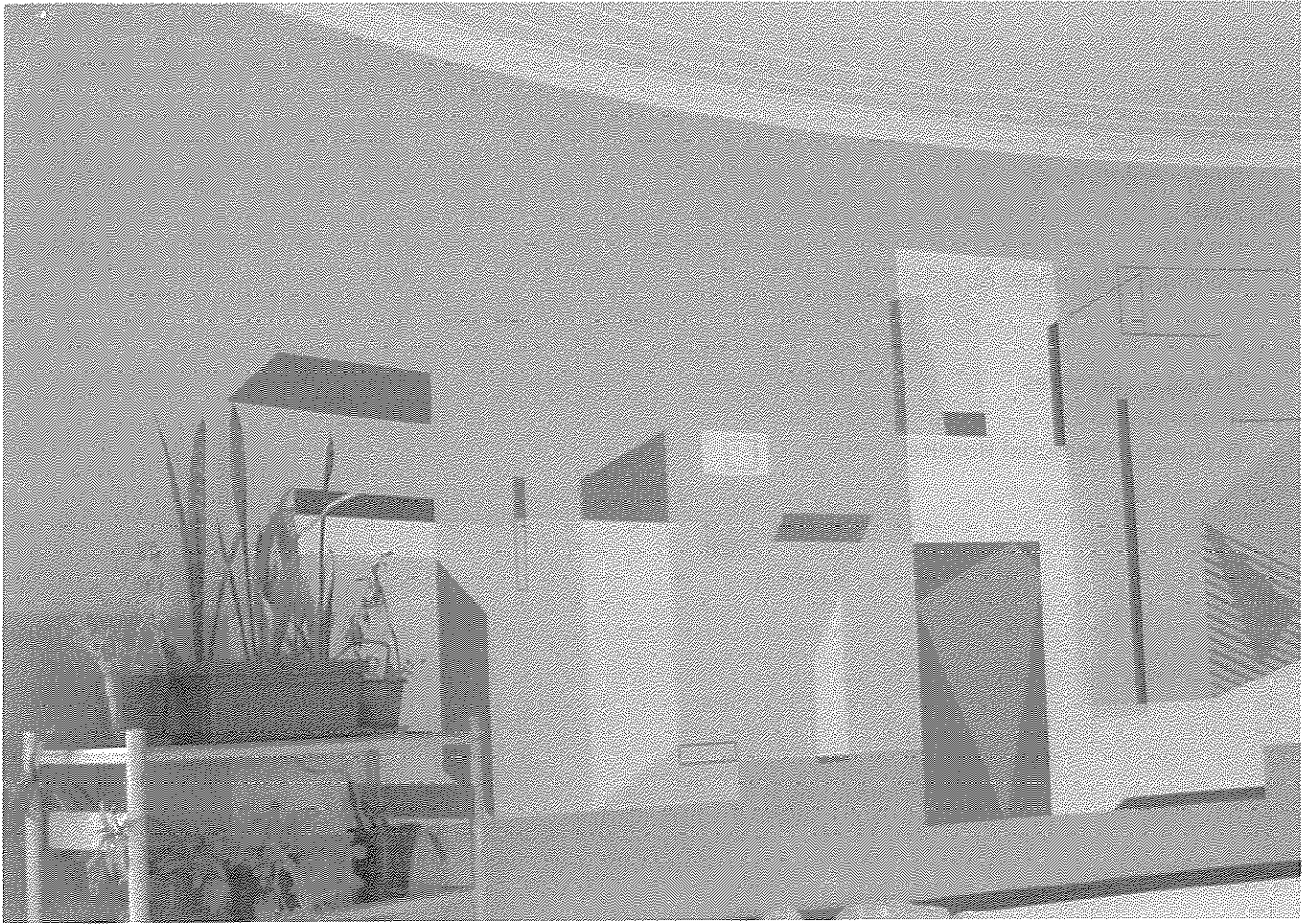
Judith Berdy

President

The Roosevelt Island Historical Society







**"Abstraction"**

**By Ilya Bolotowsky**

**1940**

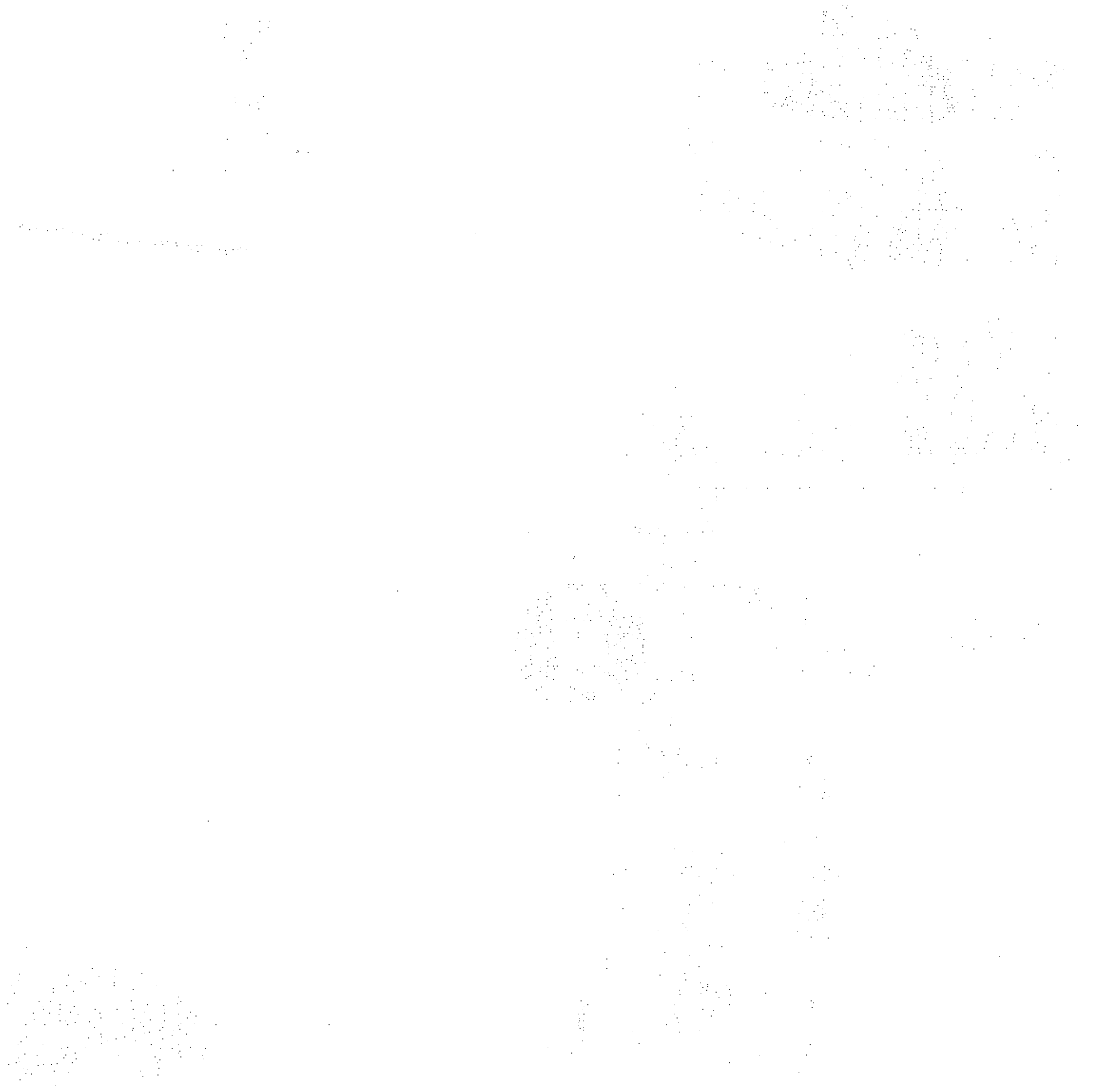
**Unit B11**

**Goldwater Memorial Hospital**

**One of 6 Torcheres**

**at entrance to**

**Goldwater Memorial Hospital**



## 150 Wooster Street Fact Sheet (N 120200 ZRM and C 120201 ZSM)

**Summary:** Applications facilitate construction of 35,853 sq. ft. residential building with ground-floor retail in the SoHo Cast Iron Historic District. Current zoning allows construction of a building of the same height and bulk as-of-right, but does not allow residential and retail uses without a special permit. City Planning Commission found that residential and ground-floor retail uses are appropriate at the site because they are consistent with the predominantly residential and ground-floor retail uses on the block and surrounding neighborhood. The existing one-story building at the site will be demolished by redevelopment with or without the requested zoning text change or special permit.



Existing



Proposed

**Location:** 7,125 sq ft. mid-block site on the east side of Wooster Street between Prince and West Houston Streets. Site currently contains surface parking and a one-story retail building.

**Land Owner and Developer:** MTM Associates, LLC, owners of the site since 1986.

### **Requested Actions:**

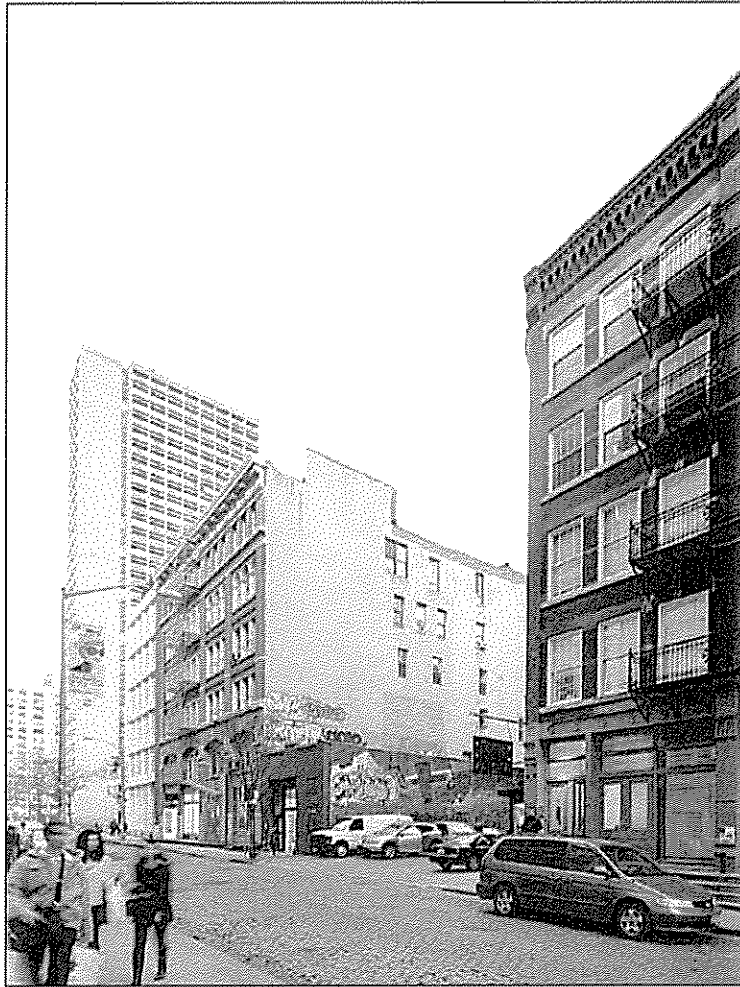
- 1) Zoning Text Amendment (N 120200 ZRM) to § 74-712 of Zoning Resolution to expand percentage of lot coverage of existing buildings on a zoning lot from 20 to 40 percent as an eligibility criterion for applying for a special permit for residential and retail use.
- 2) Special Permit (C 120201 ZSM) to allow residential use and ground-floor (and cellar-floor) retail and allow 7 stories instead of 6 stories within the as-of-right 85 ft. street wall.

### **History:**

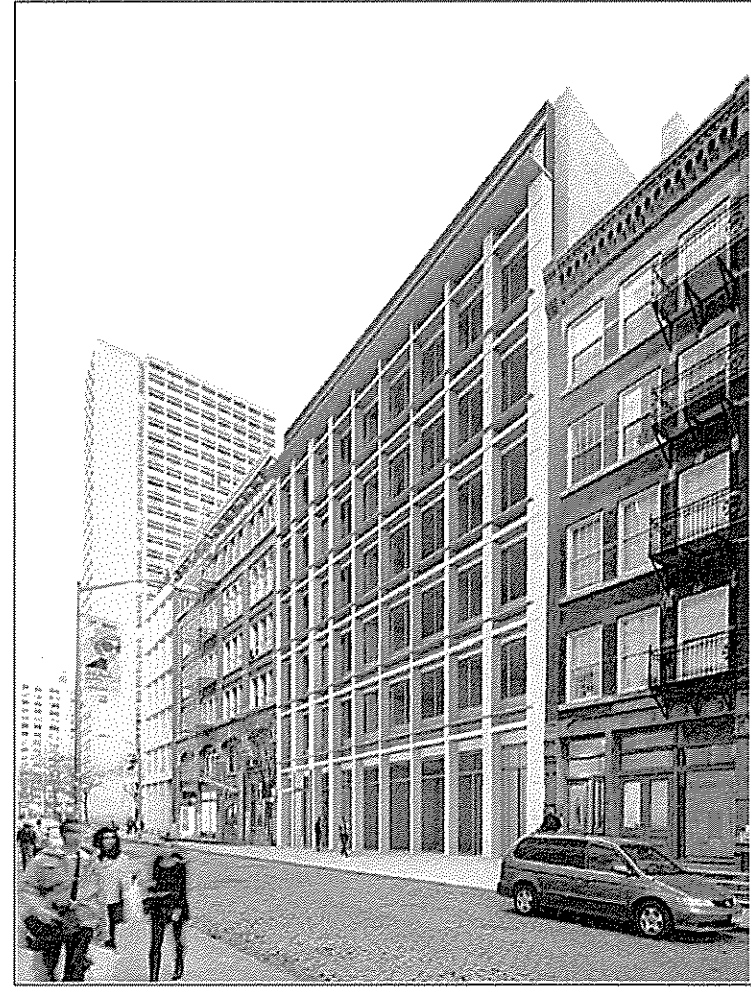
- 1973: SoHo Cast Iron District designation report prepared by LPC staff determines that existing one-story building does not contribute to historic character of the district.
- 2008: LPC approves Certificate of Appropriateness for changes to existing one-story building.
- May 2011: CB2 recommends approval of the demolition of the existing one-story building and conditional approval of the proposed building.
- Oct. 2012: LPC approves Certificate of Appropriateness for demolition of the existing one-story building and construction of the proposed building.
- Dec. 2012: CB2 recommends denial of text amendment and conditional denial of special permit.
- Jan. 2013: Borough President recommends unconditional approval of applications.
- March 2013: In response to CB2 comments, applicant reduces building height from 108 ft. to 102 ft.
- March 2013: City Planning Commission unanimously approves applications.

# 150 Wooster Street

View looking north up Wooster Street



Existing

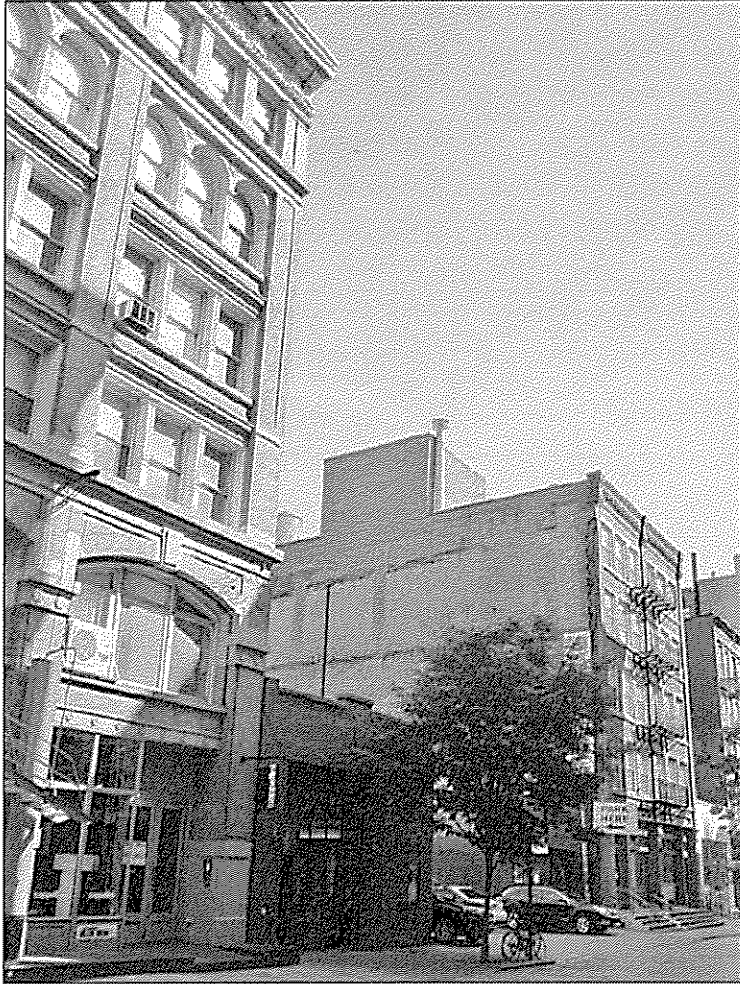


Proposed



# 150 Wooster Street

View looking south down Wooster Street



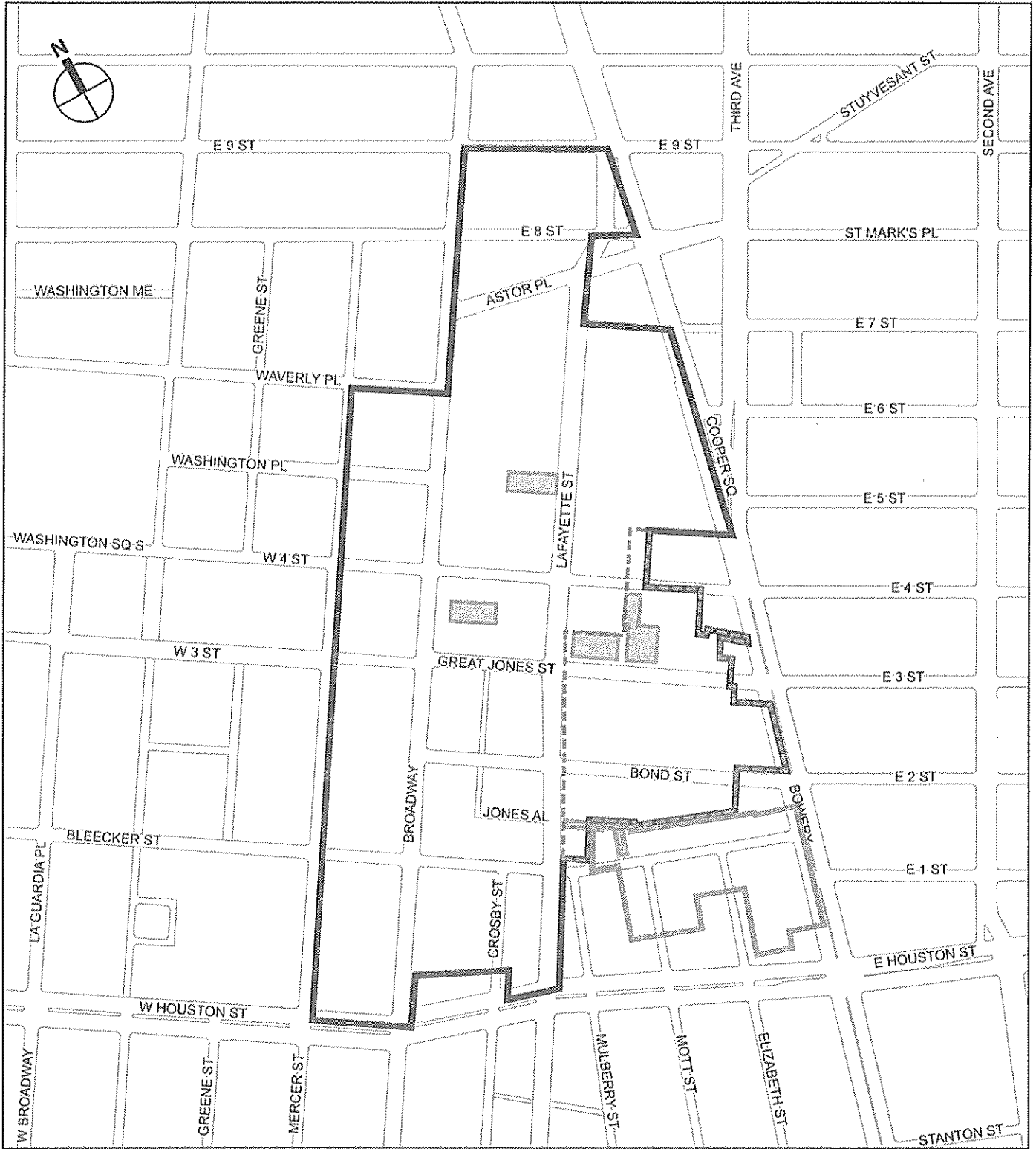
Existing







Proposed

# Impact of Proposed 74-712 Zoning Text Amendment-NoHo

The proposed zoning text amendment would not impact any site in NoHo

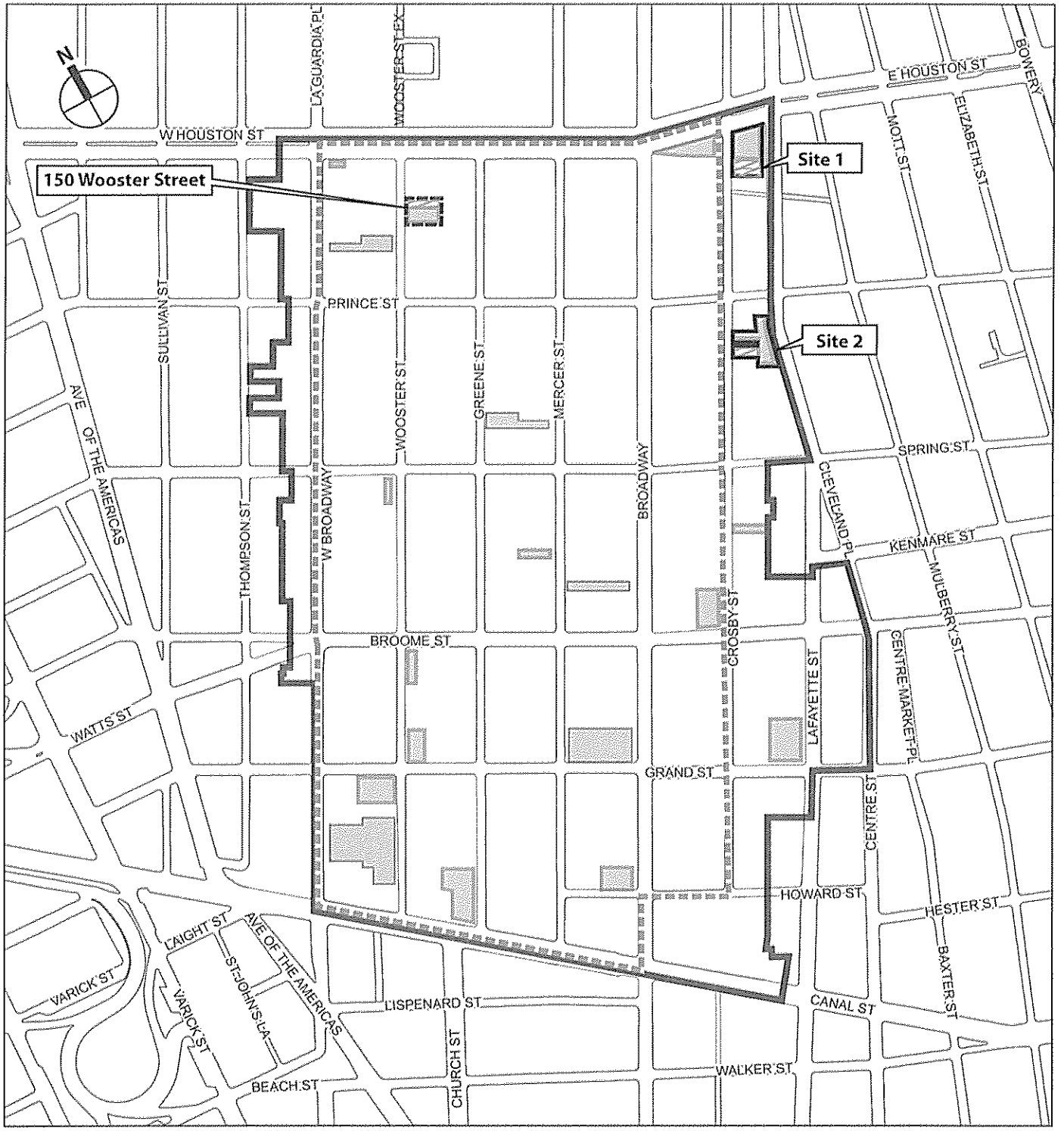




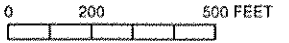





-  Noho Historic District Boundary
-  Noho Historic District Extension
-  Noho East Historic District Boundary
-  Substantially Vacant Lot



# Impact of Proposed 74-712 Zoning Text Amendment-Soho

The proposed zoning text amendment would only potentially affect two other sites in Soho



 Project Site - 150 Wooster Street	 Sites Potentially Affected by Zoning Text Amendment	
 Soho Cast Iron Historic District Boundary	 Substantially Vacant Lot	SCALE
 Soho Cast Iron Historic District Extension	 Non-Contributing Building	
	 Former Potential Future Development Sites, now Developed	

## Site 1

The gas station site can already apply for a special permit pursuant to Section 74-712 today. As a result of the proposed zoning text amendment, the gas station development site can potentially be enlarged to include the adjacent one-story non-historic buildings. A Certificate of Appropriateness from LPC and 74-712 special permit would still be required.



East side of Houston Street between Crosby and Lafayette Streets



Adjacent one-story non-historic buildings



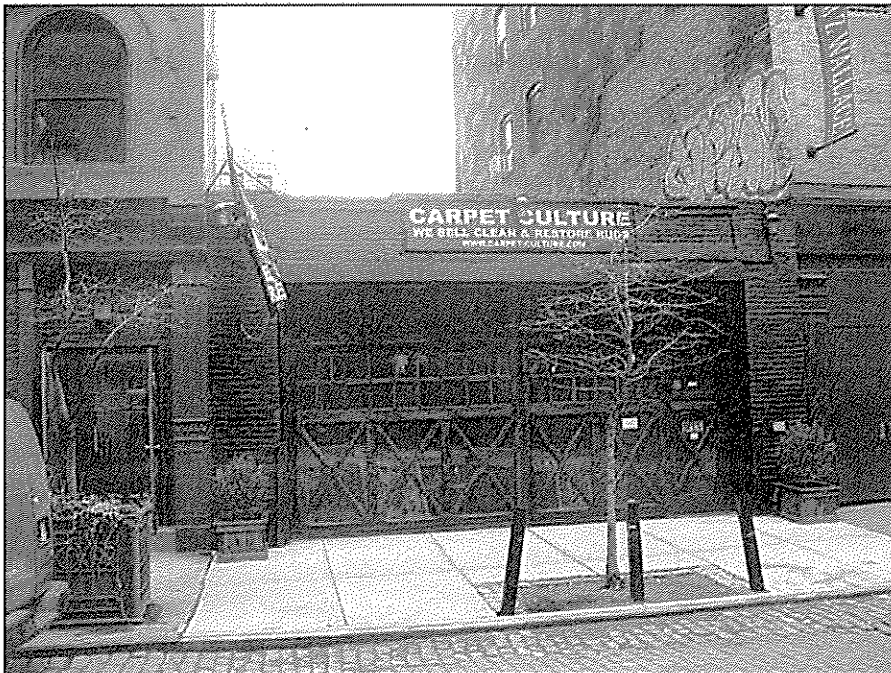
## Site 2

---

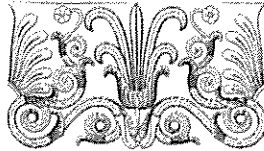
The parking lot site can already apply for a special permit pursuant to Section 74-712 today. As a result of the proposed zoning text amendment, the parking lot development site can potentially be enlarged to include the adjacent one-story non-historic building on Crosby Street. A Certificate of Appropriateness from LPC and 74-712 special permit would still be required.



West side of Lafayette Street between Spring and Prince Streets



Adjacent one-story non-historic building



Andrew Scott Dolkart

116 Pinchurst Avenue  
New York, New York 10033  
Tel/Fax: (212) 568-2480  
Email: asd3@columbia.edu

## Statement by Andrew S. Dolkart on the Proposed Demolition of 150 Wooster Street

I have prepared this statement in my capacity both as the Director of the Historic Preservation Program at Columbia University and as a historian whose work focuses intently on issues of architecture and development in New York and especially on the history of architectural change that created our neighborhoods and what these changes can tell us about the physical and social history of our city.

I want to speak specifically to the garage at 150 Wooster Street. This is an important building in the SoHo Historic District, one that should be protect for the future, as it has been since the designation of the SoHo district in 1973. The building is both distinguished as a work of small-scale vernacular architecture and provides fascinating insights into the history of this commercial neighborhood. The garage began its life as a five-story brick structure, probably built in the 1860s. It fit in nicely on Wooster Street between Houston and Prince, which was lined almost entirely with brick buildings and never had any cast-iron facades. Later, a five-story building was added to the rear of the lot, with a one-story connector.

The building underwent significant change in 1939 when, like other buildings in the southern neighborhoods of Manhattan, the effects of the Great Depression made the maintenance of the five-story structure uneconomical and it was reduced to a single story for commercial use. However, unlike other examples of this trend, the owners did not simple lop off the upper floors, but, instead, redesigned the lower story, creating a handsome essay in the art of bricklaying. The modestly-scaled facade is enlivened with bricks laid like a checkerboard, with a brick dentil course, with a central lozenge-shaped shield, and with contrasting colored bricks outlining the vehicular and pedestrian openings, and a stepped parapet capped with limestone or cast stone. Clearly the architect was making a statement and it remains entirely intact save for paint on the facade. Indeed, so interesting is this style of design, that I have a student this semester writing a thesis on this type of architecture which he refers to as in a Tapestry Brick style.

This handsome little building adds to the heterogeneous character of SoHo, contributes to the beauty of SoHo's streetscapes, and reflects the evolution of the neighborhood's physical fabric. It should be preserved as part of a development that would see an appropriate building erected on the neighboring vacant site.

Andrew Scott Dolkart  
April 30, 2013

Statement by Prof. Mark Wigley for the hearing of Land-Use Committee of the City Council on April 30, 2013

As a member of the wider Soho community, as one of the representatives of a large group of the immediate neighbors living in the historic buildings adjacent to the site of this proposal, and as the Dean of the Graduate School of Architecture, Planning and Preservation of Columbia University, I must voice my strongest possible objection to the proposal to demolish the existing historic building on 150 Wooster and build an over-scaled residential/retail structure. This project depends on a proposed text change to the zoning code that is unnecessary, unwarranted and will have irreducibly negative and indefensible consequences.

SUMMARY

The developer of 146-150 Wooster is asking the city for a substantial change to the zoning code, a special permit to do residential/retail, and some associated variances to required set-backs etc. Any text change to the zoning code is obviously a major issue with huge implications for the neighborhood, in terms of the immediate effect of the change of zoning and in terms of the principles embodied in the change that will act as a precedent for transformations to the neighborhood in the coming decades. In this case, a very strong and convincing argument with long term benefits has to be made. Yet the only apparent explanation for this change to a long established zoning principle would be to simply maximize the opportunity for profits of the developer of the site – which is not an acceptable rationale. The question is, why would the city go out of its way to create a special set of opportunities for this developer? Why again grant such opportunities when the real bulk of the project has been so systematically misrepresented to LPC, Community Boards, CPC and now the City Council itself? Especially, why do so when the immediate and permanent negative effects of the proposed text change for this site include:

- 1. The loss of a valuable historic building that until recently has been under landmarks protection and only lost that protection as a result of this project.
- 2. The loss of the unique neighborhood, range of scales and building types produced by a building that is over-scaled in every aspect.
- 3. The physical endangerment of all the neighboring landmarked buildings by going below the water table with a sub-basement solely in order to maximize retail.
- 4. The creation of oversized retail capacity beyond the capacity of a small residential street.
- 5. The loss of lot line windows by some of longest standing members of the Soho community who rightly thought they were overlooking a protected building.
- 6. Substantial negative environmental impacts on light and air to the residential neighbors by a building that over-reaches in all dimensions.

More detail on each of these points, particularly the first two, is offered after this summary.

I am resolutely pro-development and pro-preservation but of course the right balance between them has to be achieved and this sense of balance is specific to every site and every neighborhood. The change to the zoning code being proposed (with wording that does not take account of the sensitivity of mid-block, narrow street, predominantly residential contexts) would on this site harm the very neighborhood the zoning code was designed to protect and has been one of the shining triumphs of our city. It is completely unnecessary in this case because the developer has a valuable vacant car park site on which to build a structure that respects the neighborhood and would be highly profitable. Indeed, one of the consequences of the special historic district of Soho is that respect for neighborhood and profit are aligned. The owner of the two lots currently has a highly profitable one story historic building on 150 Wooster used for high end retail which can continue to be profitable and contribute strongly to the local neighborhood life and is a wonderful example of early twentieth century design. The immediate community would embrace an elegant new building respecting the unique neighborhood quality on the adjacent empty car park.

It is my strong view, for the reasons spelled out below, that the text change to the zoning code should not be made, the historic garage building on 150 Wooster needs its protection restored, and a building can be erected on the vacant car park site that contributes positively to the architectural character, daily life, and economy of the neighborhood. There is no need for the city to change the rules. City, neighborhood and developer can partner on a good outcome.

## DETAILS OF THE NEGATIVE CONSEQUENCES OF THE PROPOSED TEXT CHANGE

### **1. The Historic Garage Building on 150 Wooster**

The garage at 150 Wooster is an important part of the urban fabric and historic character of the Soho neighborhood. Unlike almost all the other garage buildings in Soho, this 1939 design is architect designed, elegantly proportioned, finely detailed, and in excellent condition. It is an important record of early twentieth century Soho and has been continuously active in the life of the community. Most of the one story garage buildings in Soho (including 2 others on the same side of the street on the same block, are anonymous buildings without any architectural distinction) but 150 Wooster is a jewel.

The garage building is a fine example of early twentieth-century brickwork and marks the arrival of a new wave of commercial architecture in Soho. Its unique quality is obvious if you look at the photograph of the building just after its construction. It is a refined composition with elegant detailing in the corbelled brick below the stone parapet with bricks laid to form a dentil and extending below to produce the effect of three ornamental plaques, while a soldiers course forms the lintel above the vehicle entrance and above the pedestrian entrance, and a panel of pulled bricks produces a diaper pattern of diamonds above the pedestrian entrance. The design of the façade is sophisticated and in excellent condition. Even the bullets on either side of the vehicle entrance are original and the glazed infill panels of the current renovation of the interior respect the original design. This is precisely the kind

of building needing protection because its architectural merit and its vital contribution to the local identity can easily be overlooked during periods of rapid development. Preserving the smallest valuable buildings in a neighborhood is essential to preserving the neighborhood itself. The historic, architectural and contextual value of this building is clear and therefore the critical need for its preservation. My position is not to say that all one story buildings in Soho need to be preserved. But it is to say that the loss of all the one story buildings would a huge irreversible mistake and the loss of the one story buildings of high architectural quality is simply indefensible and easily avoided.

Landmarks reversal: This building on 150 Wooster has been protected by landmarks with good reason. A critical error was the recent abrupt removal of LPC's longstanding protection of the building in order to approve the proposed large scale residential/retail project. Despite what I think is a genuine attempt to make a thoughtful Wooster Street façade, the new project will deprive the neighborhood of a vital part of its own history and directly threatens the physical and daily life of the historic buildings around it. In a remarkable turn, the LPC completely reversed itself on its protection of the historic garage building, literally going from saying that the building contributes to the historic neighborhood, and defending the building against any modification through a series of violations, to now arguing that it does not contribute in any way at all. The process by which this self-contradictory reversal occurred reveals how easily the new interests of a large project can overwhelm the interests of a smaller building.

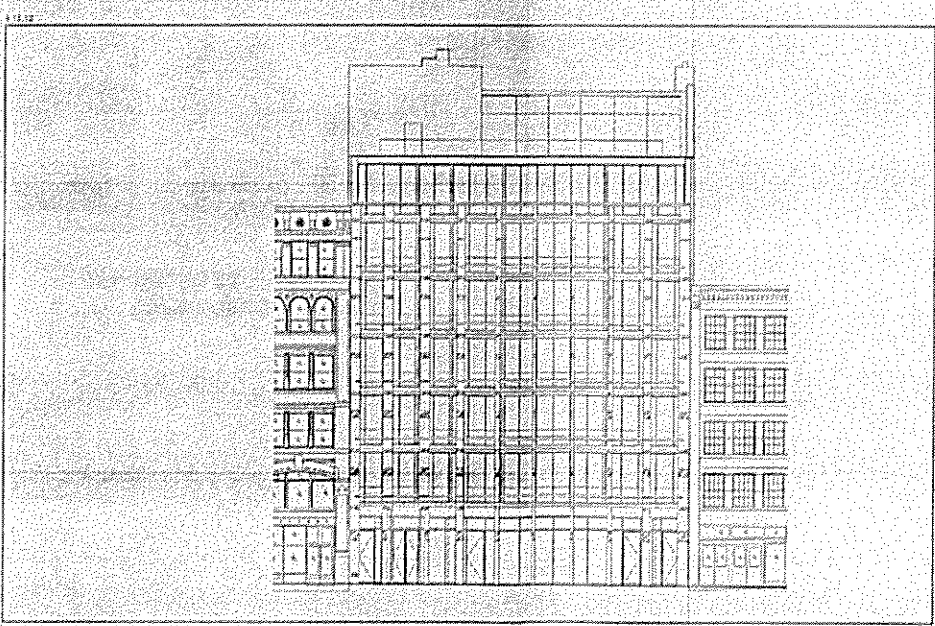
Apart from very concerning procedural improprieties both on the side of LPC and the developer, with a series of highly misleading representations of the actual project aimed to dissimulate its excessive bulk and the large number of its elements that exceed the standard codes, it seems that LPC was dominated by an understandable desire to fill the vacant car park lot with a building and by its appreciation of the façade treatment in the proposed building. But the judgment of the merits of the garage building must of course be independent of this. LPC's core responsibility was sacrificed for other motives, and in so doing the neighborhood is placed in significant jeopardy. This is very concerning, not just for this particular site but also the wider implications for other sites. Any argument which allows a real historical building to be replaced by a larger building simulating historical qualities needs to be rejected.

Change itself is not the enemy. On the contrary, historic preservation preserves and celebrates a record of change. The 150 Wooster site is a classic example. In the mid-nineteenth century the front of the lot was occupied by a 62 foot high 5 story tenement building facing onto Wooster and by the end of the century there was another 5 story tenement building at the back of the lot with a 1 story building linking them. In 1939 the architect Abraham Davis was asked to reduce the structures to a single story garage building running the full length of the lot with new floor and roof and the designer produced a highly refined brick façade that drew on the new forms of decorative brickwork first pioneered in New York in the twenties. Traces of the original one story building from the nineteenth century appear to remain within the side walls of the structure today. To preserve the garage building is to protect both an outstanding design and a particular moment of Soho's history. The LPC neglected its core mission by not insisting that that the nineteen thirties are just as important as the second half of the nineteenth century, and certainly more important than twenty-first century buildings that try to simulate those of the nineteenth century. The opposition between them is anyway unnecessary since the new approach can be used on the empty lot, allowing all three time periods to stand side by side.

The main point here is that just the possibility of the proposed zoning code change has already led to an inappropriate re-evaluation of the merits of a modestly scaled but invaluable historical building.



150 WOOSTER STREET, C. 1940 TAX PHOTO



150 WOOSTER STREET

Illustrative Front Elevation  
Figure 2

## 2.The Soho Special District

The rhetoric with which this proposed building has been presented is full of disingenuous sensitivity to historical context and neighborhood character as the proposed building profoundly violates historical character, requires the demolition of an actual historical building in favor of simulated history, and is grossly over-scaled. The proposed building is described as being of "average" or "median" height but in fact towers over its neighbors, being an eight story building on the side of a street with a maximum of six stories and an average of less than four stories. The basic arguments with which it has been defended would lead to the destruction of the whole Soho historic district if turned into law. If these arguments are taken seriously, all buildings that are below this inflated hypothetical average, those that are not cast iron or simulated cast iron, and especially those of the early twentieth century, could be replaced in the name of enhancing the historical character. Making a zoning text change that allows this particular project to be built will make a very clear statement that the actual historical character of Soho and the lives of its community are simply of no value to the city. This again appears to be exactly the wrong kind of message and the wrong circumstance to make an exceptional change to the law.

The fundamental character of the Soho historic district is buildings of a great variety of scale, a great variety of time periods, and a great variety of materials. While the cast iron facades of the nineteenth century buildings are often referred to and were central to the original landmarking of the district, those buildings were always embedded in an urban fabric of tremendous variety of scale and style that is fundamental to the historical character of the neighborhood. There has been no period of Soho's history with simply one type of building, and within different building types there has never been one scale. There has always been a layering of time periods and a variety within time periods and it is this layering that needs to be preserved, including the new layers of the twentieth and now twenty-first century, which are very positive. It is easy to show that the great success of Soho's economic, cultural and human vibrancy is directly connected to this architectural vibrancy – which can be maintained through a sensitive balancing of preservation and development. In this case, however, the pseudo-preservationist arguments of the developer aim the neighborhood towards a single monolithic scale of building simulating one historical style using contemporary materials.

The developer's arguments are full of contradictions and hypocrisies. Their only real purpose is to stretch all possible opportunities to produce a whole new excessive scale of retail space and raise the price of six full site hyper luxury apartments capped off with a massive 18 feet tall penthouse space that will stand as a monument to undue influence on city procedures and disregard for the neighborhood if is built. Basically, it is proposed that the site of the garage building and the adjacent car park site that used to have a 4 story building until a fire in 1950 is to now be occupied by an 8 story building with more generous ceiling heights. The immediately neighboring 5 story building to the south is 60 feet high with a single compact elevator bulkhead half way between front and back, while the proposed building rises to a height of 108 feet for most of its bulk - ie around 80% higher than its neighbor, and then has its own compact bulkhead rising a little higher still. Even on the north side, it is 35% higher than its six story neighbor.



The architects have worked hard to disguise this excessive height with a series of misrepresentations. Most of the drawings attempt to play down the size of the proposed "penthouse," which is truly massive, going across the full width of the site, occupying more than 2/3rds of the building's plan, and rising more than 18 feet over and above the 89 feet that were originally asked for as a waiver beyond the usual limit of 85 feet at the street. The interior space alone rises 14 foot six inches above the 89 feet being asked for then has a 4 foot parapet above. Amazingly, the penthouse was simply omitted from the rendering of how the project would look like from the street that was shown to LPC, Community Board 2 and CPC. Likewise the street elevation drawing presented to these bodies has a photo-realistic image of the façades but gives just a light shading to the 7<sup>th</sup> floor of the proposed building and an every lighter shading to huge proposed 8<sup>th</sup> floor penthouse to minimize its existence, whereas the equivalent higher floors set back even further on Houston street between Wooster and Greene are rendered photo-realistically. This is an attempt to disguise the fact that the building is taller than any other in the street and is actually significantly higher than the highest buildings on the mid-block of Houston, one of the widest streets in New York City (listed in the developer's analysis of surrounding building heights as being 97 feet). Even the sections of the building are similarly misleading. There was understandably great confusion in LPC about what they were being asked to approve. The developer is basically asking for the first six floors to be seen as fitting in alongside the other six story buildings on the street, (and all the renderings try to reinforce this impression), then asking for the seventh floor to be treated as an "attic" which would be given its own variance to allow it to come all the way to the street face of Wooster (rather than the usual setback of 20 feet), then the massive 8<sup>th</sup> floor "penthouse" is treated as a minor rooftop structure that is downplayed or simply missing from many of the key representations.

The "Illustrative Building Massing" drawing in the EAS is another tour de force of dishonesty. We are looking down on the building and the penthouse appears to be a thin bar occupying the rear third of the building with a few lower volumes for elevators/circulation/HVAC in front of it when in fact it occupies more than two thirds of the building and the elevator/HVAC volume is actually taller. Any one of these drawings constitutes a failure of correct procedure, compromising all involved and invalidating all approvals. Such dishonesty should not be rewarded with special permission to demolish a special historical building and build so excessively in its place.

One has only to look at a normal elevation drawing of the building (attached above) in context to appreciate its excess. The developer's Environmental Assessment Statement is transparently inaccurate in its claim that "the proposed actions would not noticeably change the scale of buildings."

The fact is that is the East side of Wooster Street has six story buildings on each end (75 feet and 89 feet high in the developer's own analysis) and a range of smaller sizes in between. In the proposed building, (after the huge change of scale already implied in demolishing a smaller building) everything above the existing six story façade of the adjacent building to the north is one gargantuan duplex apartment – highly visible as such from Wooster. It would literally be a very public monument to excess, and a monument to the ability to get permission to detour around a set of rules at each stage of the process.

In the face of such criticisms, the most recent proposal by the developer to reduce the overall height by 6 feet is just a token gesture that still leaves the building towering over its neighbors and ignores the unacceptable destruction of the historic garage building.

### **3. Physical Endangerment to the Existing Historic Buildings**

Given the typical rubble foundations of the surrounding buildings, there is little doubt that the proposal for a new building with a sub-basement that goes below the water table will lead to damage to the adjacent historic buildings. No reassurances about appropriate diligence and engineering techniques from the developer can reduce this threat. There is a very good change of substantial adverse impacts on the buildings – adding one more layer of abuse of the historic fabric. A few years ago, under the same building code as today, the digging for the residential project on the corner of Wooster and Houston caused the North side of 152 Wooster to drop by around a foot. Once again the motive is excess. The proposed building digs so dangerously into the ground simply to maximize the amount of retail and provide a series of gratuitous amenity spaces and “sunken garden” for the residential apartments. A more efficient design could have minimized the depth and thereby the risk – but every detail of this project tries to go the max and beyond.

### **4. Overscaled Retail.**

The proposed building includes 9000 sq. feet of retail, 6000 at street level and another 3000 below. This scale of retail is too large for this block of a narrow residential street. The incremental environmental impact is too great. The whole personality of the street would change. The major risk is that the entire space would likely be leased by one company who operates at that larger scale, and the lawyer of the developer made it clear to the Community Board and CPC that they did not want to subdivide it. Retail on this block Wooster is currently strong but “quiet,” being largely furniture show rooms. What is being proposed is more at the scale of Broadway, West Broadway or East Houston.

There are already some similar sized retail spaces in the smaller streets of Soho but the developers’ logic here is the same as with the overall height of the proposed building – treat the biggest size around as the new average. Once again, the text change to the zoning code is proposed in order to facilitate a special permit that would allow this particular developer to stretch retail to the max.

The developers’ motive for upscaling retail is obvious, as is the damage to the life of the street were such oversized spaces to proliferate further. The balance of vibrant retail to vibrant residential is always delicate in Soho, and it is important to respect the needs of both sides, but this is not a delicate proposal. Wooster would be forever a different street with just a few more spaces like this. Once again, the radical shift is unnecessary. According to the developers’ own EAS analysis, a building on the car park site alone would have the potential of 4600 sq. feet of retail in addition to the 2500 sq. feet of the existing garage, ie a substantial 7100 sq. feet is available to generate terrific revenue, but subdivided.

## 5. Loss of Lot Line Windows

The residents of 152 Wooster include some of the longest standing residents of Soho. While they do not have lot line windows on the southern side of their apartments by right, they with good reason believed that they would keep this light because of the landmark protection of the garage. It seems right to suggest that just as small buildings need to be respected so too do our older neighbors.

## 6. Negative Environmental Impact

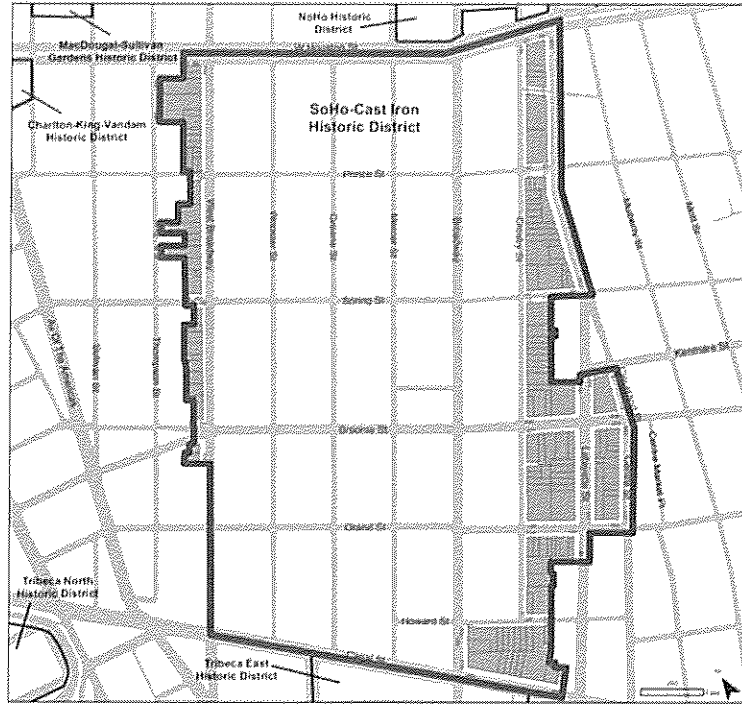
The proposed building has a major negative environmental impact by intruding unnecessarily into the light and air of the immediate community. A number of details of the design exacerbate the already negative impact of its grossly over-scaled bulk. For example, the building appears at first to respect the required 30 foot setback from the rear of the lot for light and air. But 5 foot masonry walls intrude into the 30 foot setback on each side, blocking off air and light for no good reason other than effectively claiming more space for the building. Likewise the substantial balconies that intrude 6 feet into the 30 foot set-back on floors 4-8 cannot be explained away as simulating the pattern of existing fire escapes in the neighborhood as unconvincingly suggested by the architects. Similarly, the proposed "penthouse" does not "mimic" other rooftop structures in the neighborhood as was suggested. The buildings on either side have only a single elevator bulkhead each. The proposed floor is not even a rooftop structure. As is made clear by the massive masonry walls that frame the whole building and is clear from the rear view of the project presented to the Community Board, the so called penthouse is really part of the building's overall bulk, with a terrace carved out in the front third of the volume. The basic decision to make the rear of the penthouse coincide with the rear façade of the building maximizes the loss of light and air for the rear neighbors and once again confirms the disinterest in the well-being of the immediate community.

I hope it's clear why this proposal reflects very badly on our city and why there is no reason to make the proposed change to the zoning code for this site. There is a great opportunity for the developer to make a highly successful building on the existing vacant lot within the existing laws.

I am of course happy to provide any more information that would be helpful.

Sincerely,

Mark Wigley,  
Dean, Graduate School of Architecture, Planning and Preservation,  
Columbia University



SOHO CAST IRON DISTRICT



SITE LOCATION (IN RED)



VIEW OF SITE

SITE LOCATION AND VIEW

150 WOOSTER STREET  
NEW YORK, NEW YORK 10012





LINE OF TOP OF BUILDING AS  
PREVIOUSLY PROPOSED

STREET VIEW FROM NORTH



STREET VIEW OF LOBBY FROM SOUTH

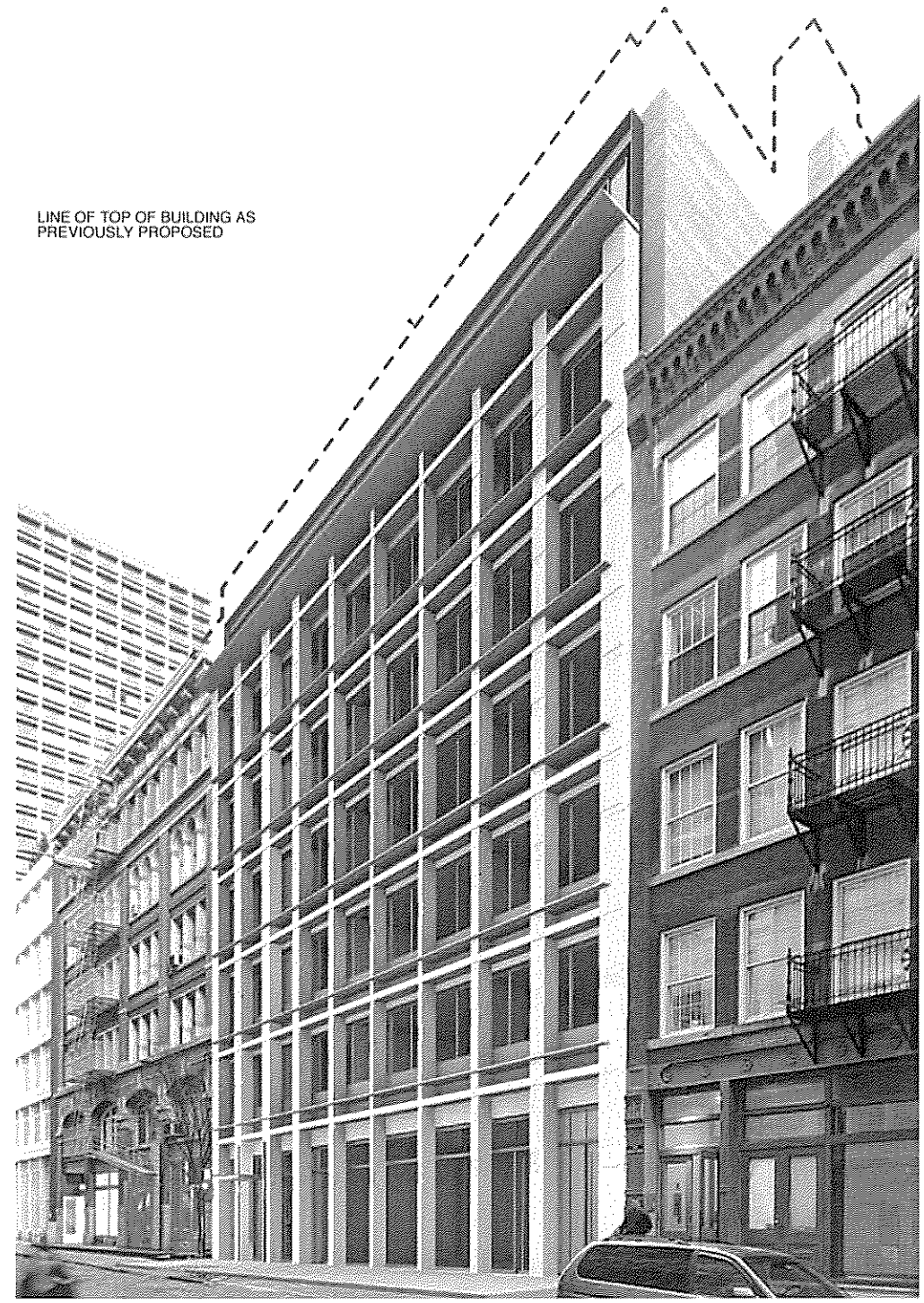
VIEWS OF PROPOSED NEW BUILDING

150 WOOSTER STREET  
NEW YORK, NEW YORK 10012

Project No. 1017  
Landmarks Preservation Commission Review  
Date March 18, 2013



STREET VIEW OF LOBBY FROM NORTH



LINE OF TOP OF BUILDING AS PREVIOUSLY PROPOSED

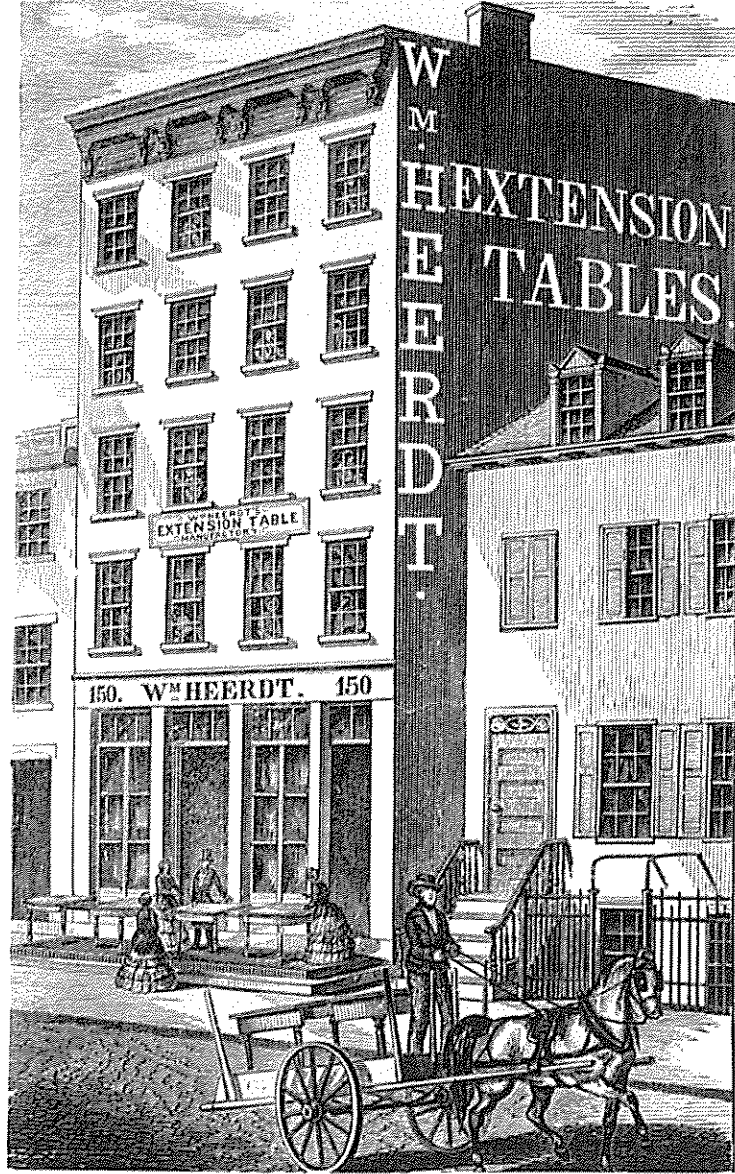
STREET VIEW FROM SOUTH

VIEWS OF PROPOSED NEW BUILDING

150 WOOSTER STREET  
NEW YORK, NEW YORK 10012



EXTENSION TABLE MANUFACTORY

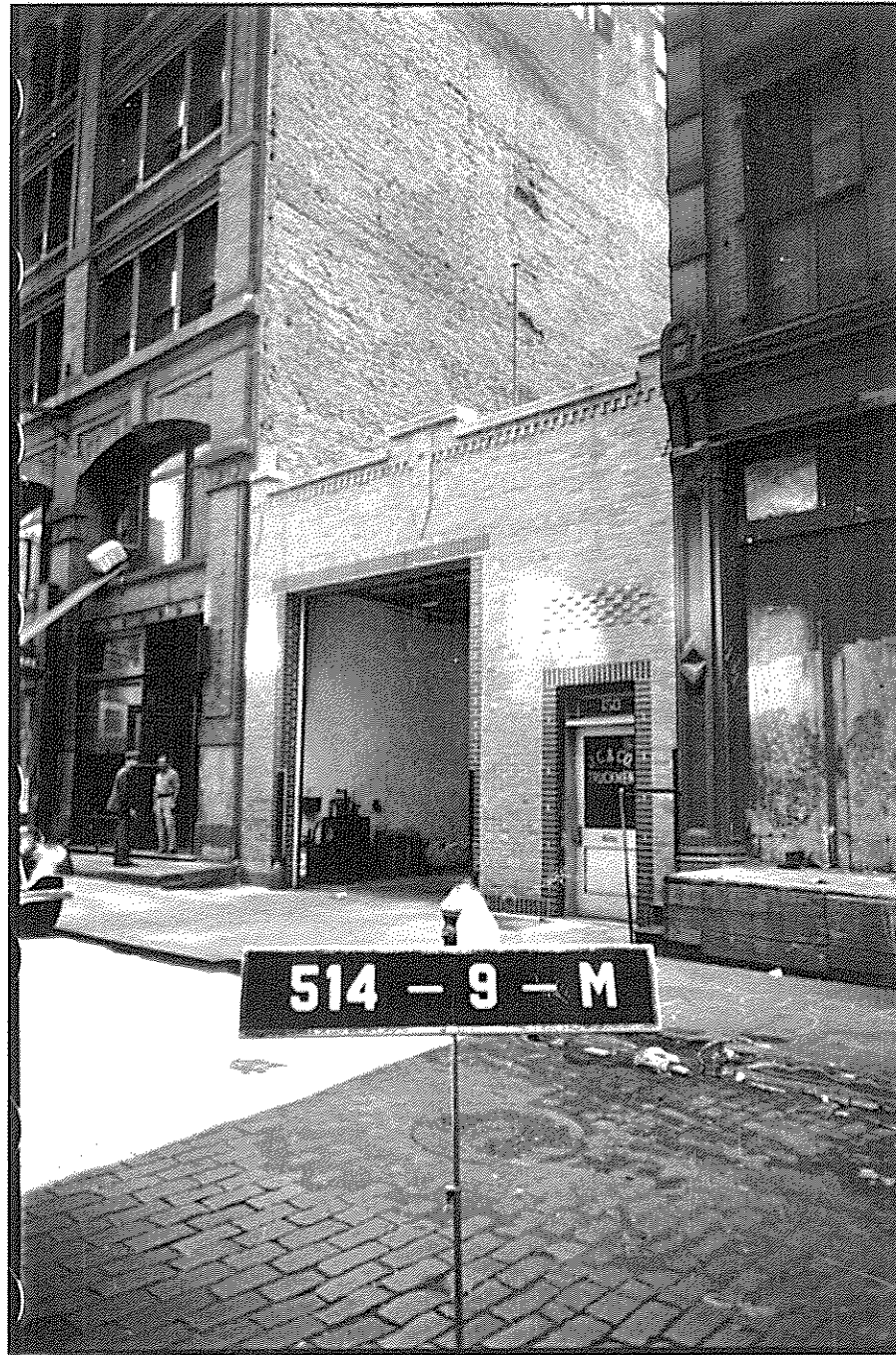


**SUPERIOR EXTENSION TABLES.**

I am prepared to furnish the most approved style of  
**EXTENSION TABLES,**

*between Prince and* **AT No. 150 WOOSTER STREET,** *Houston St., New York.*  
A large assortment will always be kept on hand, and my style of Tables shall not be excelled by any manufacturer in the city, and the prices will be reasonable.

**WILLIAM HEERDT.**



150 WOOSTER STREET, C.1940 TAX PHOTO



146-148 WOOSTER STREET, C. 1940 TAX PHOTO

HISTORIC IMAGES

**150 WOOSTER STREET**  
NEW YORK, NEW YORK 10012





LPC DESIGNATION PHOTO; 1972



VIEW OF 150 WOOSTER STREET

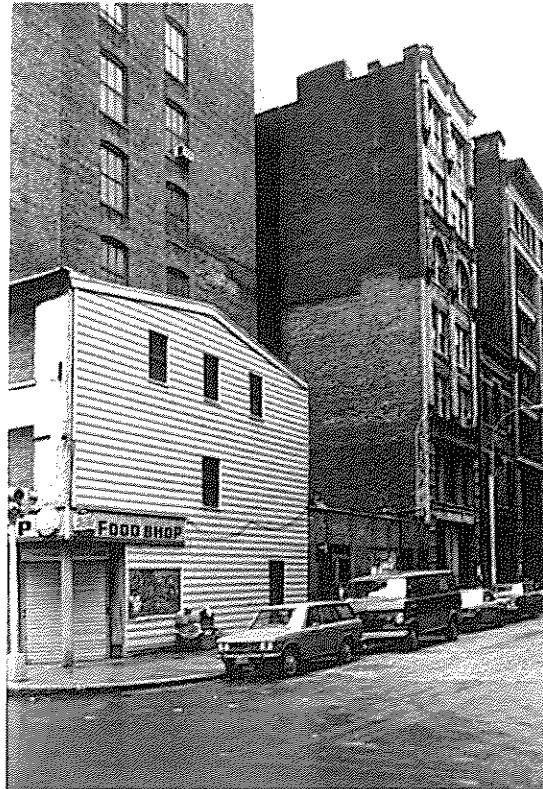


VIEW OF 146-148 WOOSTER STREET

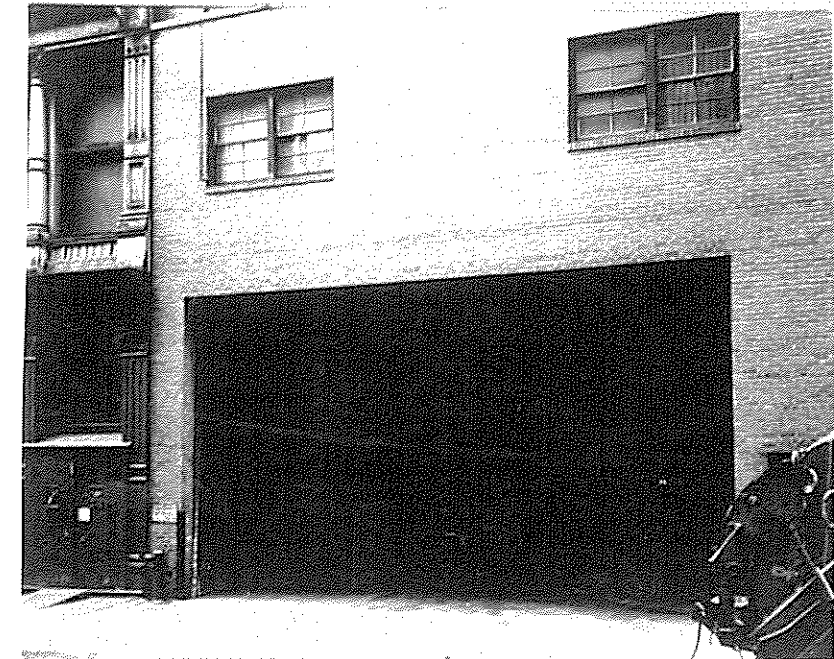
## EXISTING SITE PHOTOS

**150 WOOSTER STREET**  
NEW YORK, NEW YORK 10012

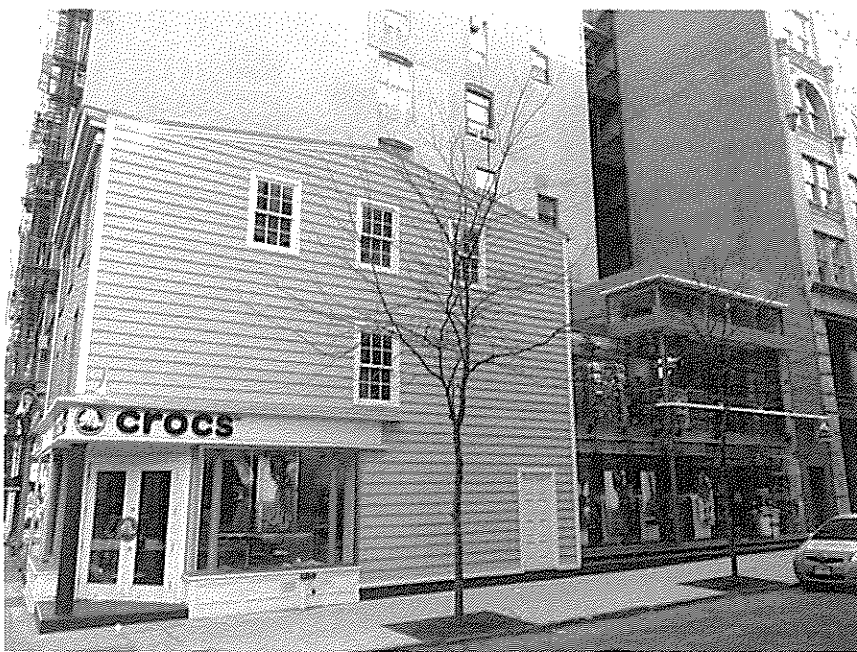
SCALE - N.T.S.  
Project No. 1017  
Landmarks Preservation Commission Review  
Date: April 25, 2011



95 WOOSTER STREET, 1973 (LPC)



101 GREENE STREET, 1973 (LPC)



95 WOOSTER STREET, 2008



101 GREENE STREET, 2010

PRECEDENTS - DEMOLITION / NEW CONSTRUCTION

150 WOOSTER STREET  
NEW YORK, NEW YORK 10012





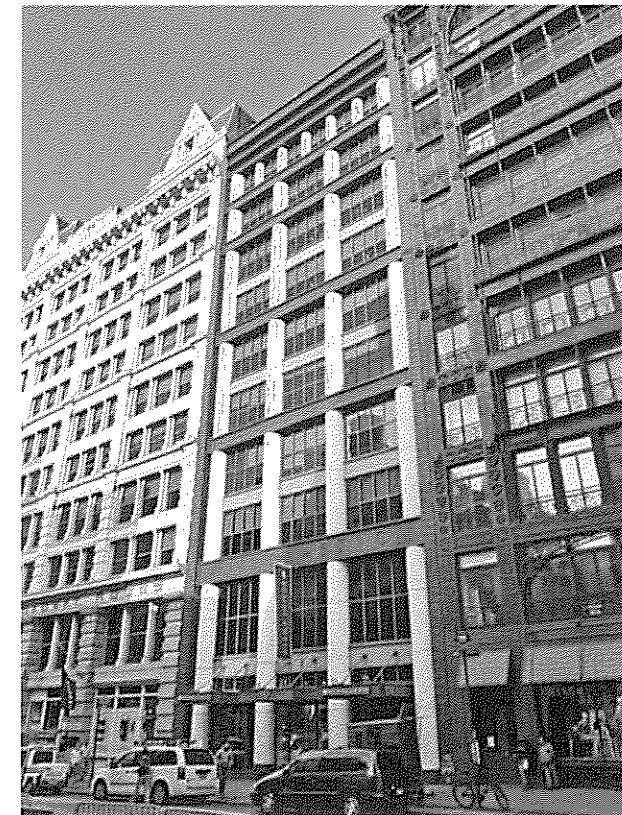
95 WOOSTER STREET, 1973 (LPC)



557 BROADWAY, 1973 (LPC)



95 WOOSTER STREET, 2010



557 BROADWAY, 2010

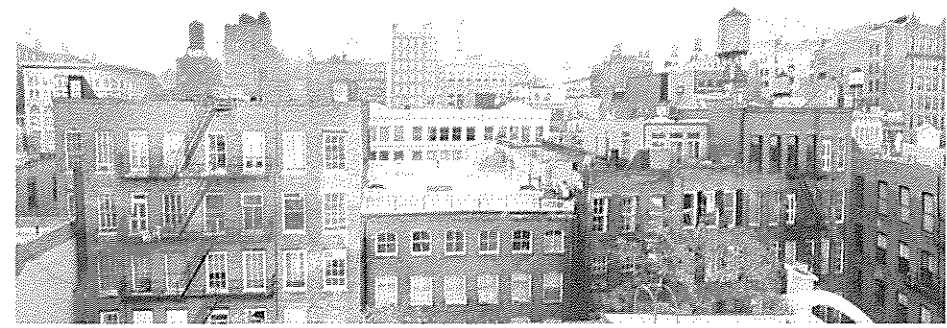
PRECEDENTS

150 WOOSTER STREET  
NEW YORK, NEW YORK 10012

SCALE - NTS  
Project No. 1017  
Landmarks Preservation Commission Review  
Date: April 25, 2011

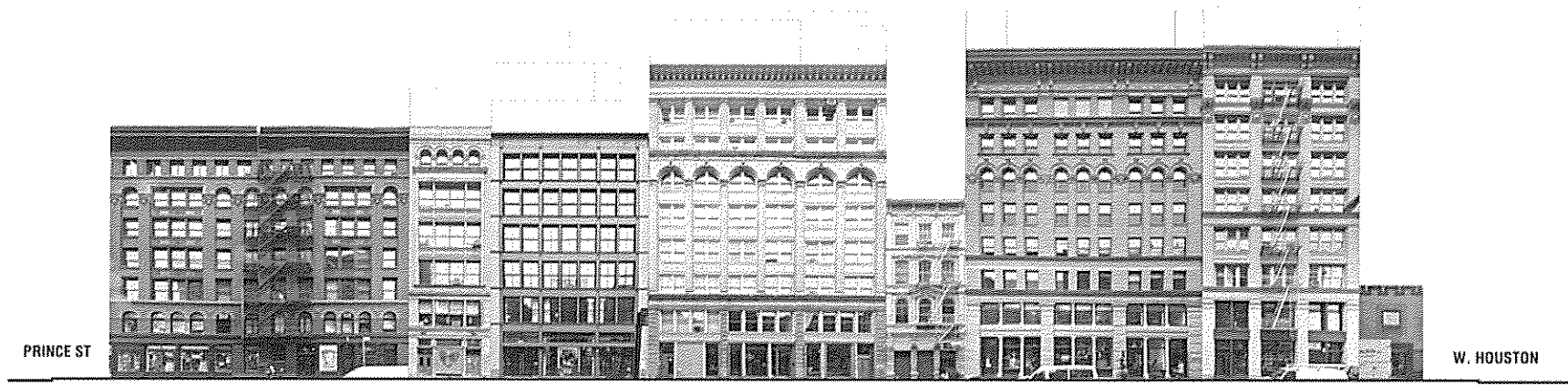


EAST STREET WALL

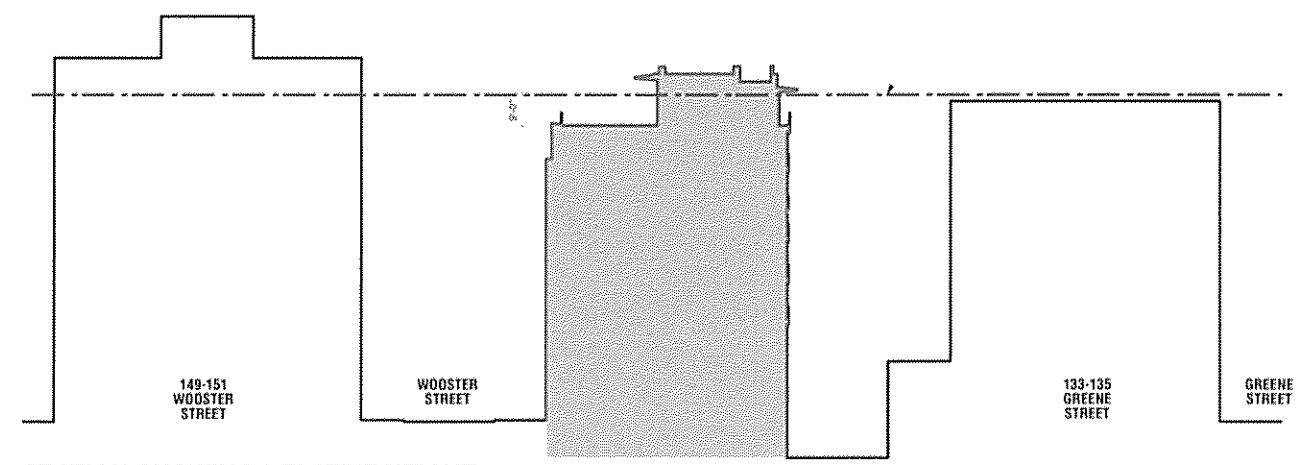


N - E - S  
VIEW AT PENTHOUSE LEVEL FACING EAST

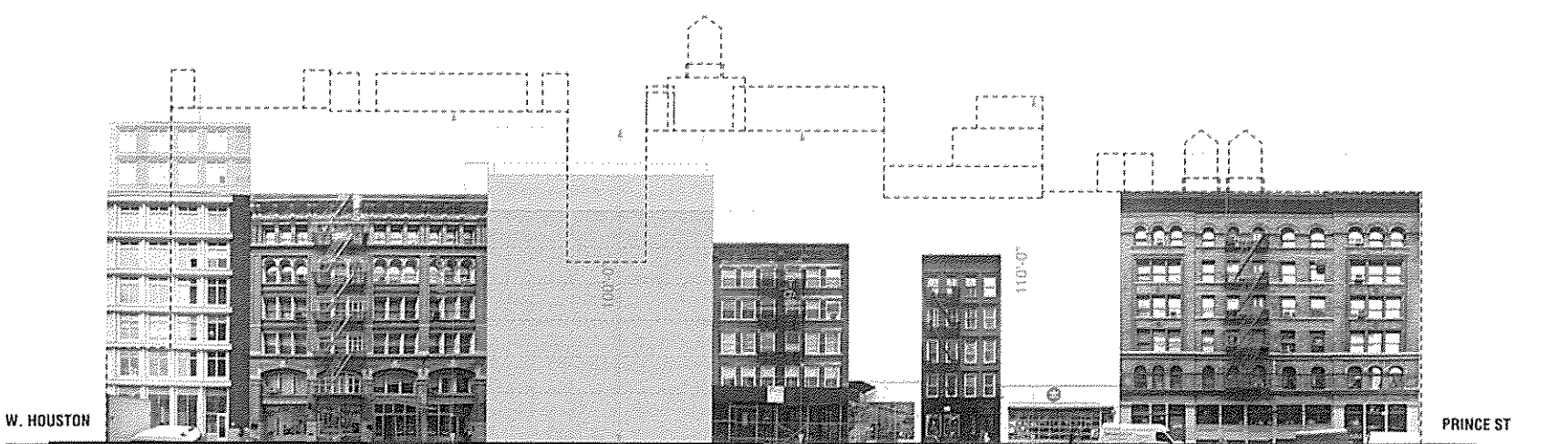
PHOTOGRAPHS AT 94' ABOVE SIDEWALK



WEST STREET WALL



SECTION SHOWING RELATIVE HEIGHT



EAST & WEST COMPOSITE STREET WALL



S - W - N  
VIEW AT PENTHOUSE LEVEL FACING WEST

MASSING ELEVATION IN CONTEXT

150 WOOSTER STREET  
NEW YORK, NEW YORK 10012



SCALE - N.T.S.  
Project No. - 1017  
Landmarks Preservation Commission Review  
Date: March 18, 2013





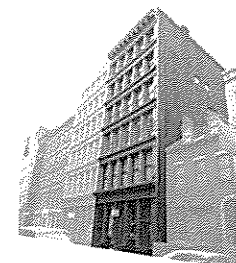
177"

177"

150 WOOSTER ST (PROPOSED)



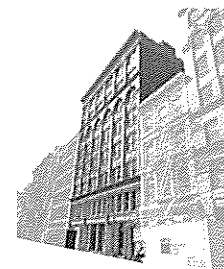
150 GREENE ST



137 GREENE ST



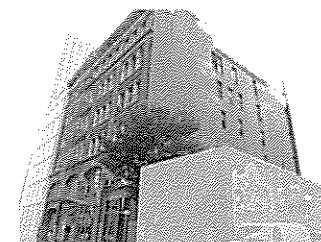
149-153 WOOSTER ST



141-145 WOOSTER ST



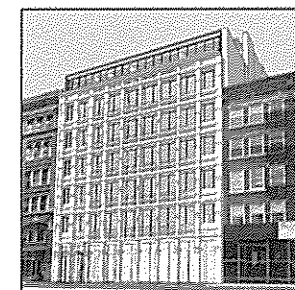
125 PRINCE ST



152-156 WOOSTER ST



139 WOOSTER ST



150 WOOSTER ST

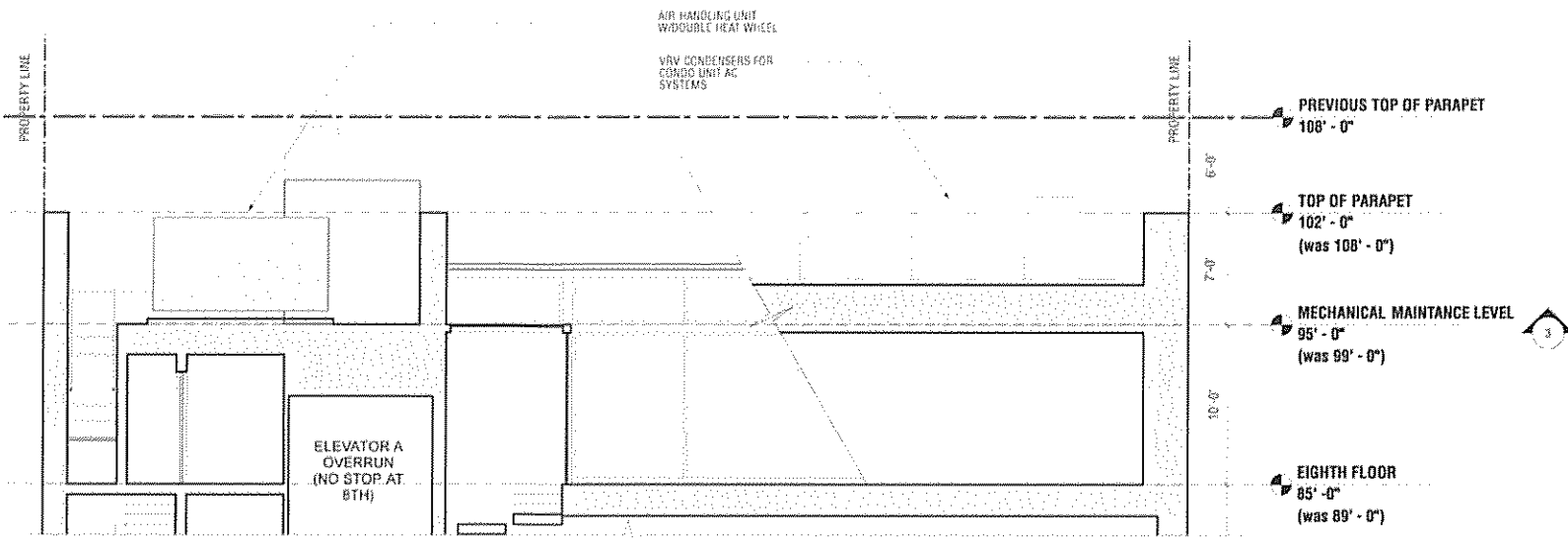
WELL SCALED COMMERCIAL CEILING HEIGHTS

150 WOOSTER STREET  
NEW YORK, NEW YORK 10012

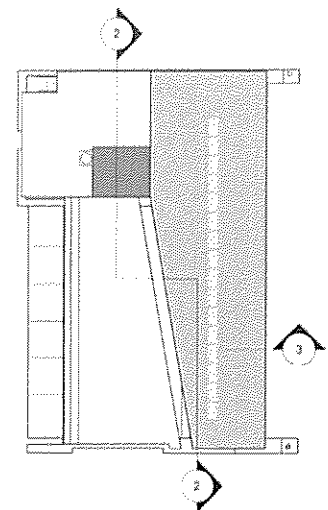
Project No: 1017  
Landmarks Preservation Commission Review  
Date: March 18, 2013



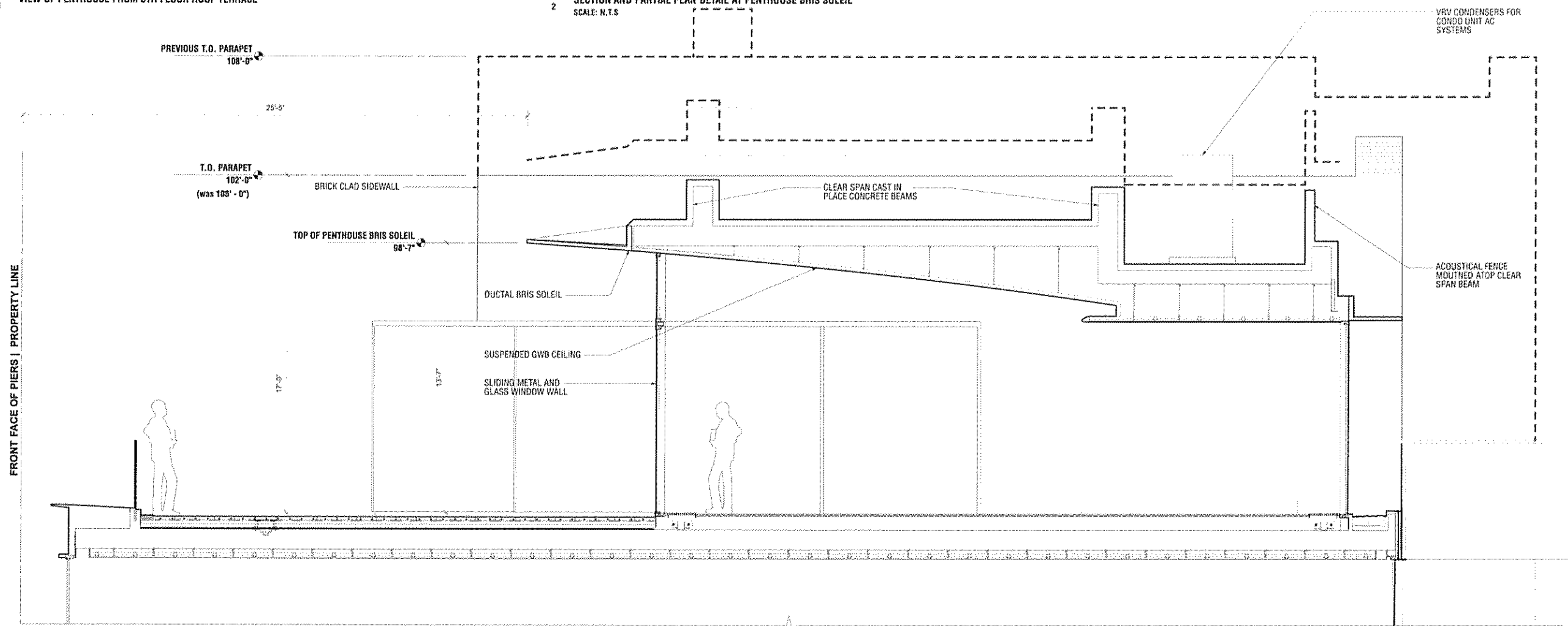
1 VIEW OF PENTHOUSE FROM 8TH FLOOR ROOF TERRACE



2 SECTION AND PARTIAL PLAN DETAIL AT PENTHOUSE BRIS SOLEIL  
SCALE: N.T.S



ROOF PLAN  
SCALE: N.T.S



3 SECTION THROUGH PENTHOUSE  
SCALE: N.T.S

PENTHOUSE SECTION

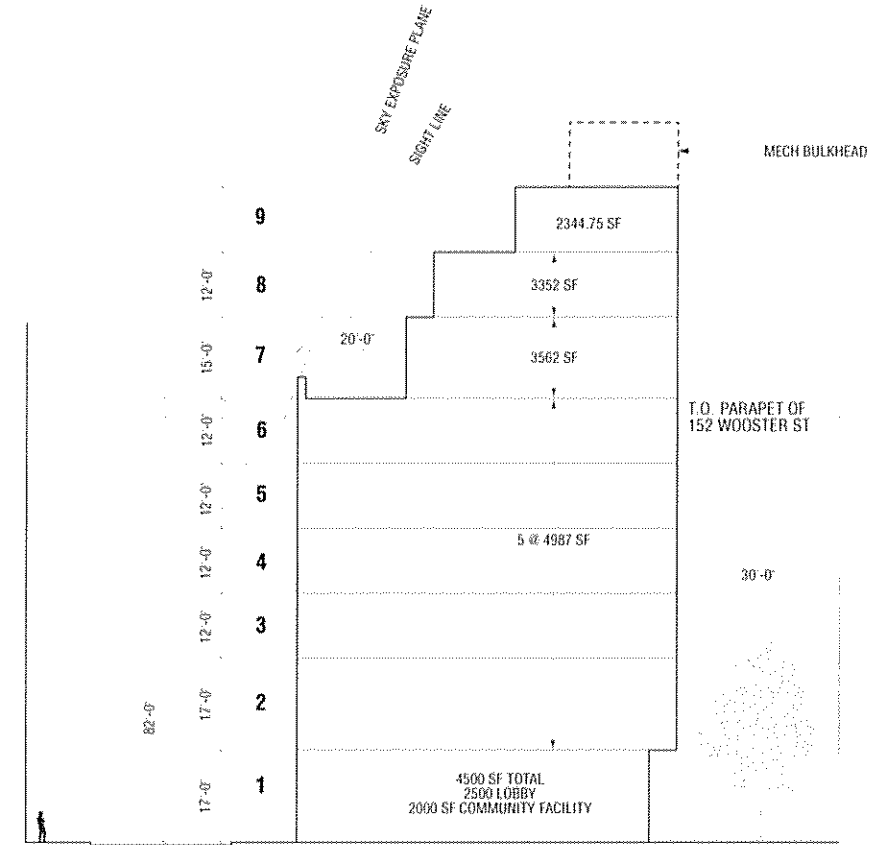
150 WOOSTER STREET  
NEW YORK, NEW YORK 10012

Project No.: 1817  
Landmarks Preservation Commission Review  
Date: March 16, 2013





**A** 139 WOOSTER, EXAMPLE OF AS OF RIGHT MASSING



**B ALLOWABLE ZONING ENVELOPE FOR AS OF RIGHT F.A.R. (EG - HOTEL W/ART GALLERY)**

LOT AREA:	(46'-3" + 25'-0") x 100'-0" = 7,125 SF
ALLOWABLE F.A.R.:	6.5 (COMMUNITY FACILITY) (5.0 COMMERCIAL)
ALLOWABLE FLOOR AREA USED:	38,693.75 SF (COMMERCIAL 36,693.75 + 2,000 SF COMM FACILITY)
1ST FLOOR	4,500 SF (2,500 SF LOBBY + 2,000 SF COMM FACILITY)
2ND THRU 6TH FLOOR:	24,935 SF @ 4,987 SF EA
7TH FLR:	3,562 SF
8TH FLR:	3,352 SF
9TH FLR:	2,344.75 SF
<b>TOTAL:</b>	<b>38,693.75 SF</b>

REQUESTED ZONING ENVELOPE

**150 WOOSTER STREET**  
NEW YORK, NEW YORK 10012

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 150 West Res. No. 793/4

in favor  in opposition

Date: \_\_\_\_\_

Name: DAVID GROBER (PLEASE PRINT)

Address: 5 CARWINE ST

I represent: CB2

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 793 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: RICHARD GODOLBY (PLEASE PRINT)

Address: 152 W/LOOSTER ST.

I represent: Adjourney Building

Address: 152 W/LOOSTER ST.

**THE COUNCIL  
THE CITY OF NEW YORK**

PRESENTING  
2  
CORNELL

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: ANDREW WINTERS (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: CORNELL

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

*PRESENTING  
2  
CORNELL*

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

Name: *E. CATHY LYBOWE* <sup>(PLEASE PRINT)</sup> *PRESENTING*

Address: \_\_\_\_\_

I represent: *CORNELL OF CORNELL*

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

*PRESENTING  
2  
CORNELL*

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

Name: *MELANIE MEYERS* <sup>(PLEASE PRINT)</sup>

Address: \_\_\_\_\_

I represent: *FRANK / CORNELL*

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

Name: *SHARON POPE* <sup>(PLEASE PRINT)</sup>

Address: *531 MAIN ST*

I represent: *MYSELF*

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition 150 WOOSTER

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: SOO KIM

Address: 135 GREENE ST #302

I represent: \_\_\_\_\_

Address: 135-137 GREENE ST

**THE COUNCIL  
THE CITY OF NEW YORK**

*PRESENTING  
COTANEL*

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: EUGENE L PANSKY

Address: \_\_\_\_\_

I represent: MAYOR'S OFFICE

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

*PRESENTING  
CONNELL*

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: EUGENE LEE

Address: \_\_\_\_\_

I represent: MAYOR'S OFFICE

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

150  
Wooster

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 150 Wooster Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: Stephen Byrnis

Address: 70 West 25th Street

I represent: myself (individual)

Address: same as above

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: Zachary Smith

Address: 110 William

I represent: NYCFDC

Address: \_\_\_\_\_

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4-30-13

(PLEASE PRINT)

Name: IVAN SCHONFELD

Address: Bryon Cove LLP, 1290 6th Ave, NY NY

I represent: MTM Associates

Address: 150 Wooster St.



Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

Name: Jay Marcus (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: Manhattan CB 4

Address: W 9th Street

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

SUGAR & PLUMM Date: 4-30-13

(PLEASE PRINT)

Name: MARK DILLON

Address: 171 W 79

I represent: CB 7/M

Address: 250 W 87

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

Name: Peter Katz SUGAR & PLUMM (PLEASE PRINT)

Address: 173 W 70<sup>TH</sup> ST, NY, NY

I represent: SUGAR & PLUMM

Address: 173 W 70<sup>TH</sup> ST, NY, NY

Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jukay Hsu

Address: Coalition for Queens

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jessica Traynor

Address: \_\_\_\_\_

I represent: Facebook

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jessica Lawrence

Address: \_\_\_\_\_

I represent: Manhattan Meet Up

Address: \_\_\_\_\_

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Hargos, Meherieab

Address: \_\_\_\_\_

I represent: Appnextus, Inc

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: 1 Set up Borenstein

Address: \_\_\_\_\_

I represent: Queens Economic Develop. Corp.

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Efithid, Thomopoulos

Address: \_\_\_\_\_

I represent: Assn. for a Better NY

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Michael Brummett

Address: \_\_\_\_\_

I represent: Partnership for NYC

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Cornell Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Michael Friedman

Address: \_\_\_\_\_

I represent: Queens Chamber of Commerce

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. CORNELL Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Paul O'Connor

Address: \_\_\_\_\_

I represent: Building Trades Council Plumbers

Address: Local 1

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. CORNELL Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: FERONIMO SAUDANA

Address: \_\_\_\_\_

I represent: PSEHU 32 BT

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. CORNELL Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ANDREW HILLWECK

Address: \_\_\_\_\_

I represent: NY BUILDING CONGRESS

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. CORNELL Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: SHERIDAN PURVIS

Address: \_\_\_\_\_

I represent: US DEPT OF COMMERCE

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. CORNELL Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: MIKE HALPIN

Address: \_\_\_\_\_

I represent: ELEVATOR CONSTRUCTION WORKERS

Address: LOCAL 1

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. CORNELL Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: RABBI DUBMAN

Address: \_\_\_\_\_

I represent: \_\_\_\_\_

Address: ROOSEVELT ISLAND, NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 120200 ZRM Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Stephen Tarter

Address: 320 CPW, NY NY 10025

I represent: myself

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

150  
WOOSTER

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No.          Res. No.         

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: DOUGLAS MCKEAN  
Address: 34 PURCHASE ST #3, RYE, NY 10580

I represent: DESIGN CONSTRUCTS

Address: SAME AS ABOVE

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. L0795 Res. No.         

in favor  in opposition

Date: 4-30-13

(PLEASE PRINT)

Name: Kathleen Treat  
Address: 400 West 43 St. #33N/ 10036

I represent: Hell's Kitchen Neighborhood Ass'n

Address:         

**THE COUNCIL  
THE CITY OF NEW YORK**

150 Wooster  
St.

Appearance Card

I intend to appear and speak on Int. No. ~~L0795~~ Res. No.         

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: Tobi Bergman  
Address: 58 Watts St

I represent: CB 2 Manhattan

Address:         

Please complete this card and return to the Sergeant-at-Arms



THE COUNCIL  
THE CITY OF NEW YORK

Manhattan Core  
Parking

Appearance Card



I intend to appear and speak on Int. No. LU 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

Name: Tobi Bergman (PLEASE PRINT)

Address: 54 Watts St

I represent: CB-2 Manhattan

Address: \_\_\_\_\_

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card



I intend to appear and speak on Int. No. LU 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: Apr. 30, 2013 Manhattan Core  
Parking

Name: Daniel Gutman (PLEASE PRINT)

Address: 407 W. 44th St.

I represent: Tri-State Transportation

Address: Campaign

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card



I intend to appear and speak on Int. No. 150 Wooster St Res. No. \_\_\_\_\_

in favor  in opposition

Date: 30 APR 2013

Name: RICHARD NASH GOULD (PLEASE PRINT)

Address: 141 WOOSTER STREET

I represent: MYSELF

Address: \_\_\_\_\_

150 WOOSTER ST.

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4.30.13

(PLEASE PRINT)

Name: CAS STACHELBERG

Address: 24 HORATIO STREET NYC 10014

I represent: HIGGINS QUASEBARTH & PARTNERS

Address: 11 HANOVER SQUARE NYC 10005

# THE COUNCIL THE CITY OF NEW YORK

PARKING

Appearance Card

I intend to appear and speak on Int. No. W 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: SARAH WATSON

Address: CHPC, 42 BROADWAY, SUITE 200

I represent: CITIZENS HOUSING & PLANNING COUNCIL

Address: \_\_\_\_\_

150 WOOSTER ST.

# THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/2013

(PLEASE PRINT)

Name: FARZAD A RASLEGAR

Address: 10 Marshall St, Norwalk, CT 06854

I represent: MTM Associates

Address: 10 Marshall Street, Norwalk,

CT. 06854

Please complete this card and return to the Sergeant-at-Arms

150 WOOSTER THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: GEORGE SCHIEFERDECKER

Address: BKSK ARCHITECTS

I represent: ~~150~~ SCION & STOCK

Address: 150 WOOSTER ST

150 WOOSTER THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: HARRY KENDALL

Address: BKSK ARCHITECTS 28W 25TH ST

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card LU 790

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4-30-2013

(PLEASE PRINT)

Name: ANDRES VEGA

Address: 499 GRAND ST

I represent: CAFE ARGENTINO

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: CAROLYN GROSSMAN

Address: \_\_\_\_\_

I represent: CITY PLANNING

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4-30-13

(PLEASE PRINT)

Name: Stephen JOHNSON

Address: Dept City Planning

I represent: 22 Keake St

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: SANDY HORNICK

Address: 22 Keake St DCP

I represent: DCP

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 795 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/30/13

(PLEASE PRINT)

Name: ERIC KOBER

Address: \_\_\_\_\_

I represent: CITY PLANNING

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

PARKING

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: BERTHET CHRISTINE

Address: 342 W. 32<sup>ND</sup> - 10012

I represent: CHICKPEAS

Address: 342 W 32<sup>ND</sup>

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

VOICEMAIL  
COLLECT

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition - IN PART

Date: 4-20-13

(PLEASE PRINT)

Name: MARK DILLER

Address: 171 WISE 79 MANHATTAN

I represent: COMMUNITY BOARD 71M

Address: 250 W 34

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Caren Benveniste

Address: 136 Waverly Rd Scarsdale NY 10583

I represent: L Plus L Productions

Address: 113 7th Ave South

Cornell  
Project  
on  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 20

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Larry Parneser

Address: Roosevelt Island NY 10004

I represent: CBP

Address: \_\_\_\_\_

Cornell  
Project  
on

**THE COUNCIL  
THE CITY OF NEW YORK**

# 19

Roosevelt Island

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

with conditions

Date: April 30, 2013

(PLEASE PRINT)

Name: Jessie Escobar

Address: Roosevelt Island NY 10004

I represent: CBP

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms



Cornell Project  
on  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

#18

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: April 30, 2013

(PLEASE PRINT)

Name: Judy Berzly

Address: 531 Main St, Roosevelt Island, NY 10044

I represent: President, Roosevelt Island Historical Society

Address: \_\_\_\_\_

Cornell Project  
on  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

#17

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: April 30, 2013

(PLEASE PRINT)

Name: Saul Nadel

Address: Roosevelt Island

I represent: Ben Gallos

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

#16

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

WHA CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Linda Heimer

Address: 531 Main St., NY NY 10044 Roosevelt Island

I represent: Roosevelt Island resident

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

Cornell Project  
or  
Roosevelt Island

**-THE COUNCIL  
THE CITY OF NEW YORK**

# 15

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Mandana Beckman, School Principal PS 15 217

Address: Roosevelt Island

I represent: PS 15 217 Roosevelt Island

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 14

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Nancy Brown

Address: Roosevelt Island

I represent: Roosevelt Island Resident

Address: \_\_\_\_\_

Cornell Project  
on  
Roosevelt  
Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 13

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: April 30, 2013

(PLEASE PRINT)

Name: Joe Strong

Address: Roosevelt Island

I represent: Resident

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

Cornell Project  
or  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 12

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Dave Evans

Address: Roosevelt Island, NY 10044

I represent: Roosevelt Island Resident

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 11

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Ellen Polivy

Address: 531 Mott St. NY NY 10044, Roosevelt Island

I represent: RICC

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 10

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Jonathan Kalkin

Address: Roosevelt Island, NY 10044

I represent: RICC

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

Cornell Project  
on  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 7

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Ali Schwatzi

Address: 531 Muth St, NY NY 10044

I represent: Roosevelt Island Resident

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 8

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Matthew Katz

Address: Roosevelt Island

I represent: Resident, Roosevelt Island

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

**THE COUNCIL  
THE CITY OF NEW YORK**

# 9

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Joyce Mischeff

Address: Roosevelt Island

I represent: RICC

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

Cornell Project  
or  
Roosevelt Island

# THE COUNCIL THE CITY OF NEW YORK

#6

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Mark Lyon, Jr

Address: Roosevelt Island

I represent: RIIC

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

# THE COUNCIL THE CITY OF NEW YORK

#5

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Sherie Helstien

Address: Roosevelt Island

I represent: Resident, Roosevelt Island

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

# THE COUNCIL THE CITY OF NEW YORK

#4

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Adek Apfelbaum

Address: Octagon House, RI, NY NY 10044

I represent: Resident, Roosevelt Island

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

Cornell Project  
or  
Roosevelt Island

# THE COUNCIL THE CITY OF NEW YORK

#3

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Stephanie Herrera

Address: Roosevelt Island

I represent: Resident, Roosevelt Island

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

# THE COUNCIL THE CITY OF NEW YORK

#2

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Lynne Shinozaki

Address: 30 River Road, NY NY 10044

I represent: Roosevelt Island Resident

Address: \_\_\_\_\_

Cornell Project  
or  
Roosevelt Island

# THE COUNCIL THE CITY OF NEW YORK

#1

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

WITH CONDITIONS

Date: April 30, 2013

(PLEASE PRINT)

Name: Judy Buck

Address: 575 Main Street, NY 10044 Roosevelt Island

I represent: RICC

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 794 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 5/1/13

(PLEASE PRINT)

Name: Andrew Dolkard

Address: 116 Pinehurst Ave NYC

I represent: self & book

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. 794  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: MARK WIGLEY

Address: 135 GREENE STREET #35

I represent: Neighbors of 150 Wooster

Address: Columbia University, School of Architecture,

Please complete this card and return to the Sergeant-at-Arms