

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

of the

SUBCOMMITTEE ON ZONING AND FRANCHISES

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April 30, 2013
Start: 9:55 a.m.
Recess: 3:27 p.m.

HELD AT: Council Chambers
City Hall

B E F O R E:
MARK WEPRIN
Chairperson

COUNCIL MEMBERS:

John Doe
Council Member Leroy Comrie, Jr.
Council Member Daniel Garodnick
Council Member Vincent Ignizio
Council Member Diana Reyna
Council Member Joel Rivera
Council Member Albert Vann
Council Member Ruben Wills
Council Member Margaret Chin

A P P E A R A N C E S (CONTINUED)

Karen Benvenisti
Representing L Plus L Productions
Michael Kelly Inc.

Mark Diller
Chairman
Community Board Seven

Peter Fine
Representative
Sugar and Plumb

Andres Vega
Representative
Café Argentino

Caroline Grossman
Director of Government Affairs
City Planning

Steven Johnson
Representative
City Planning

Eric Coburn
Representative
City Planning

Sandy Cornick
Representative
City Planning

Christine Berthay
Representative
Check Peds

Toby Bergman
Chairman
Land-use Committee Community Board Two

A P P E A R A N C E S (CONTINUED)

Jay Marcus
Co-chair
Transportation Committee

Kathleen Treat
Chairperson
Hell's Kitchen Neighborhood Association

Sarah Watson
Deputy Director
Citizens Housing Planning Council

Daniel Gottman
Representative
Tri-state Transportation Campaign

Ivan Schonfeld
Planning and Development Specialist
Bryan Cave LLC.

George Schieferdecker
Architect
BKSK Architects

Cas Stachelberg
Partner
Higgins, Quayebarth and Partners

David Gruber
Chairman
Community Board Two

Mark Wigley
Dean
Graduate school of architecture, planning and
preservation of Columbia University

Sue Kim
Local resident
Organization

A P P E A R A N C E S (CONTINUED)

Richard Goodowski
Local resident
Organization

Stephen Tarter
Real estate broker
Tarter, Stats, O'Toole

Stephen Byrnes
Commissioner
Landmarks preservation

Richard Gould
Resident
Organization

Douglas McKeen
Founder
Design Constructs

Eugene Lee
Senior policy advisor
Robert Steel

Seth Pinsky
President
New York City Economic Development Corporation

Cathy Dove
Vice President
Cornell Tech

Andrew Winters
Director of Capital Projects and Development
Cornell Tech

Melanie Myers
Attorney
Freed, Frank, Harris, Shriver and Jacobson

A P P E A R A N C E S (CONTINUED)

Judy Buck
Board member
Roosevelt Island Community Coalition

Lynn Strong-Shinasake
Resident
Roosevelt Island

Stephanie Herrera
Resident
Roosevelt Island

Adeck Applebaum
Resident
Roosevelt Island

Juka Sue
Founder
Koalitch for Queens

Jessica Trainor
Academic relations
Facebook

Hagose Meracataub
Senior Director of talent acquisition
Apnexus Incorporated

Seth Bornstein
Executive Director
Queens Economic Development Corporation

Sherry Helstein
Secretary
Roosevelt Island Residents Association Common Council

Mark Lyon
Board Member
Roosevelt Island Community Coalition

A P P E A R A N C E S (CONTINUED)

Alley Shwarey
Resident
Roosevelt Island

Matthew Katz
Director
Roosevelt Island Community Coalition

Joyce Vinchef
Resident
Roosevelt Island

Ellen Polivey
President
The Residents Association

Dave Evans
Resident
Roosevelt Island

Nancy Brown
Vice President
Roosevelt Island Disabled Association

Joseph Strong
Resident
Roosevelt Island

Linda Hymer
Board of Directors
Roosevelt Island Community Coalition

Judith Burley
Resident
Roosevelt Island

Nina Lublend
Resident
Roosevelt Island

A P P E A R A N C E S (CONTINUED)

Andrew Halwack
Vice President
New York Building Congress

Mike Simas
Executive Vice President
The Partnership for New York City

Paul O'Connor
Business agent
Plumbers Local One

Eric Abrams
Representative
Queens Chamber of Commerce

Sue Purvis
Representative
Department of Commerce

Mike Halpin
Representative
SA local members

Saul Nadell
Resident
Roosevelt Island

Sharon Pope
Resident
Roosevelt Island

Jeffrey Escobar
Resident
Roosevelt Island

Larry Parness
Resident
Roosevelt Island

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2 CHAIRPERSON WEPRIN: All right,
3 we're going to get started. We have a very long
4 agenda today, or at least a, not a lot of items,
5 but each one has their own issues to be discussed.
6 So I think the members for coming on time, or so.
7 We actually are six minutes ahead of my estimation
8 so that's good and we're going to get started
9 here.

10 My name is Mark Weprin. I am chair
11 of the Zoning and Franchises Subcommittee of the
12 Land Use Committee. I am joined by the following
13 members of the subcommittee: Council Member Diana
14 Reyna, Council Member Dan Garodnick, Council
15 Member Leroy Comrie the Chair of the Land Use
16 Committee, Council Member Ruben Wills, Council
17 Member Al Vann, and Council Member Joel Rivera.

18 We have a number of cafés, we're
19 going to start with them. They should move
20 reasonably quickly so without further ado,
21 actually we're going to - thank you. We're going
22 to start with Land Use number 791 first. Café
23 call [phonetic] Ofrenda [phonetic] and Karen
24 Benvinesti [phonetic]. Karen, are you here? How
25 are you? Come have a seat at the table. Oh,

1 well, sorry. I'm so used to going to the left.
2 If you want to be a sergeant of arms for the day
3 we can set that up. If you could please state
4 your name for the record and state what your
5 application is.
6

7 MS. KAREN BENVINESTI: My name is
8 Karen Benvinesti. I work for Michael Kelly Inc.
9 I'm representing L Plus L Productions today, the
10 café for Ofrenda. I'm just going to read this
11 letter into the record.

12 CHAIRPERSON WEPRIN: Please do,
13 please.

14 MS. BENVINESTI: This letter serves
15 as our agreement with the Chair Council member
16 Mark Weprin and the encompassing members of the
17 Subcommittee on Zoning and Franchises that we will
18 commit to the following: we will revise and submit
19 updated plans to the New York City Department of
20 Consumer Affairs in order to reflect actual
21 sidewalk café width at 19'7" and to reflect
22 absence of sidewalk café trees.

23 We will revise and submit updated
24 plans to the New York City Department of Consumer
25 Affairs in order to reflect the presence of

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2 planters along the perimeter of the café, and we
3 will not place tables and chairs outside the
4 permitted sidewalk café area designated by the
5 plans and filed to the New York City Department of
6 Consumer Affairs. Thank you.

7 CHAIRPERSON WEPRIN: Thank you very
8 much. This is in speaker Quinn's district and her
9 staff gave me the thumbs up on this. They've
10 worked out this agreement. Does anyone have any
11 comments or questions from the panel? I see none.
12 We thank you very much.

13 MS. BENVINESTI: Thank you very
14 much.

15 CHAIRPERSON WEPRIN: Nobody else is
16 here to testify on this matter so we're going to
17 move on. We have land Use number 792 which is Tim
18 Martin Restaurant and Lounge. The owner has
19 submitted a revised plan which we are going to
20 accept. Is there anyone here to testify on behalf
21 of Tim Martin are in opposition to that? Okay,
22 see none. We are going to close at hearing 792 as
23 we did with 791. And now we are going to slip to
24 the back which is 801 Sugar and Plumb and Council
25 member Brewer's district. I see people

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2 approaching the bench even if I don't have your
3 slips with your name here. Mark, what's the last
4 name Mark?

5 MR. MARK DILLER: Mark Diller.

6 CHAIRPERSON WEPRIN: Diller, of
7 course. Okay, I owe you Mark Diller, and Peter
8 Fine [phonetic].

9 MR. DILLER: Thank you Mister
10 Chairman. May I start?

11 CHAIRPERSON WEPRIN: Yes you may.
12 State your name though again.

13 MR. DILLER: Yes Sir. I'm Mark
14 Diller. I'm the Chairman of Community Board seven
15 in the upper West side of Manhattan. We are
16 grateful to Council Member Brewer for calling this
17 up, and to the chair and of the members of the
18 subcommittee for hearing us today. I'm joined by
19 the representative, the proprietor and I'm pleased
20 to say that we've resolved all the issues that we,
21 that originally occasioned the call up, and we
22 have plans in the works that are going to be
23 acceptable to us. And so, I'm not sure of the
24 correct procedure, but we are prepared to move
25 forward with this.

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2 CHAIRPERSON WEPRIN: If we just have
3 the owner also just state for the record. Do you
4 have it written out what the agreement is or no?

5 MR. DILLER: There's a revised plan
6 that I believe the proprietor has available. We
7 are actually continuing to work with them because
8 we believe there's an even better solution. But
9 now that we've come to this arrangement we can be
10 satisfied with, and then we hope to make it even
11 better.

12 CHAIRPERSON WEPRIN: But it's not
13 specific enough that you want to read it to the
14 record?

15 MR. DILLER: The - .

16 CHAIRPERSON WEPRIN: Because we
17 could wait till Thursday when we will be voting on
18 other items as well.

19 MR. DILLER: I would certainly,
20 wouldn't want to call, take the committee's time
21 again. So in terms of reading it into the record
22 if the solution is that there are going to be six
23 tables and chairs to the south of the main
24 entrance instead of to the north. That was
25 occasioned by an inspection that found a grate

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2 that was thought to be something that needed to be
3 cleared for access. But upon further examination
4 we believe it is not one that has to be, so those
5 six tables and chairs can move back to where they
6 would be better, which is on the north side of the
7 café. I'm not sure if that serves your turn for
8 the specifics.

9 CHAIRPERSON WEPRIN: No, that helps.
10 If the owner would just date as name for the
11 record.

12 MR. PETER FINE: Peter, not the
13 owner, a representative of the owner. My name is
14 Peter Fine.

15 CHAIRPERSON WEPRIN: Okay, and Peter
16 if you could state that you agree with what he
17 said so I know Mark doesn't have like his hand -

18 MR. FINE: [Interposing] Absolutely
19 agree. We both worked closely on this together.

20 CHAIRPERSON WEPRIN: Okay, that's
21 great. Thank you. Council Member Brewer is okay
22 will all of this agreement as far as I know.

23 MR. FINE: Absolutely. I conferred
24 with Jesse Bodine [phonetic] of her office just
25 this morning and again last Friday to make sure

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that we're all on the same page, and I'm happy to represent that we are.

CHAIRPERSON WEPRIN: Okay great. Anyone on the panel have any questions or comments? You do actually have the plans that you could give us now?

MR. DILLER: I spoke to Mr. Jennacek [phonetic]. I have plans that are not - I have the plans here, but the sign ones I was supposed to pick up stay.

CHAIRPERSON WEPRIN: All right. We'll get it after.

MR. DILLER: Okay.

CHAIRPERSON WEPRIN: Okay good. You'll leave those with Mr. Jennacek. All right, great. Well thank you. I don't see any questions on the panel, so thank you very much.

MR. DILLER: Thank you.

CHAIRPERSON WEPRIN: Mark, good to see you again.

MR. DILLER: Yes Sir.

CHAIRPERSON WEPRIN: Anyone in the audience want to - anyone else have anything to comment on this? Seeing none, we close this

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hearing.

MR. DILLER: Thank you.

MR. FINE: Thank you.

CHAIRPERSON WEPRIN: All right. We are now at our last item on the café agenda is land-use 790 Café Argentino. Argentino right? I got that right. Andres Vega?

MR. ANDRES VEGA: Yup.

CHAIRPERSON WEPRIN: Mr. Vega thank you for your patience.

MR. VEGA: You're welcome.

CHAIRPERSON WEPRIN: Sit down. Please restate your name for the record. Make sure that Mike is on. I know there's some issues still outstanding here, but if you can just update us and what it is you're asking for. And then we're hoping by Thursday, working with Council Member Reyna whose district this is in, we'll have an agreement by then, but if you can just state what you're asking for. Well, speak -

MR. VEGA: Okay, my name is Andres Vega.

CHAIRPERSON WEPRIN: The other way. Okay.

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MR. VEGA: It's on?

CHAIRPERSON WEPRIN: Yeah.

MR. VEGA: Yeah. Andres Vega, I represent Café Argentino. And we'll [inaudible] to you the sidewalk affair.

CHAIRPERSON WEPRIN: Okay. I'm going to have to call on Council Member Reyna whose district this is to discuss some of the issues outstanding.

COUNCIL MEMBER REYNA: Senior Vega. Hi. My name is Diana Reyna. I'm the city Council member, city councilmember representing your restaurant. And it's my understanding that there's several issues that have been communicated to you. Is that correct?

MR. VEGA: Yes ma'am.

COUNCIL MEMBER REYNA: Do you have them in writing?

MR. VEGA: I'm sorry?

COUNCIL MEMBER REYNA: Do you have them in writing?

MR. VEGA: yes. Yeah.

COUNCIL MEMBER REYNA: Do you believe that you will be able to address them by

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Thursday?

MR. VEGA: Yeah, pretty much.

COUNCIL MEMBER REYNA: Can you just referred to some of those issues on the record?

MR. VEGA: One was, one the bicycle [phonetic]. The bike is in the sidewalk affair, that was not our bike. The busboy is [inaudible] so they put the table on the other side, and we already corrected that. And, what else? The sign is posted behind the bar.

COUNCIL MEMBER REYNA: And the sign, I'm sorry.

MR. VEGA: The sign that was posted behind the bar, so the sidewalk affair license. Yeah.

COUNCIL MEMBER REYNA: Okay.

MR. VEGA: And the plant. I don't know I need a permit for that.

COUNCIL MEMBER REYNA: Okay. And you will be able to resolve all four matters? Is there any other?

MR. VEGA: I think it's that one. I don't know if there's another one, I don't remember that.

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COUNCIL MEMBER REYNA: Okay.

MR. VEGA: Yeah. I can resolve I
Thursday, yeah. That's no problem.

COUNCIL MEMBER REYNA: So we will
continue to assist you in making sure that there's
further conversation and resolving all these
matters.

MR. VEGA: Um-hum.

COUNCIL MEMBER REYNA: So that we
are able to approve your sidewalk café on
Thursday.

MR. VEGA: Perfect.

COUNCIL MEMBER REYNA: Fantastic.

MR. VEGA: All right.

COUNCIL MEMBER REYNA: Thank you
very much.

MR. VEGA: Thank you.

CHAIRPERSON WEPRIN: Thank you sir.
All right. We are going to be holding this item
over till Thursday, but until everything can be
resolved. But thank you very much sir. What
we're going to do now is we're actually going to
vote on the café's, three of the cafés except for
the one we just heard. And we're going to take

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care of that now and then we're going to hear the items that are on for today.

So with that in mind, I'm going to reiterate: we have land-use number 791 Ofrenda, 792 Tim Marin Restaurant and Lounge, and the last one in Council member Brewer's district was 801 Sugar and Plum. These three items are going to be coupled together and were going to call the roll and ask people if they would vote in favor of these three cafés.

I'd like to call in Council now to please call the roll.

SPEARKER QUINN: Chair Weprin.

CHAIRPERSON WEPRIN: I.

SPEARKER QUINN: Council member Rivera.

COUNCIL MEMBER RIVERA: I vote I.

SPEARKER QUINN: Council Member Reyna.

COUNCIL MEMBER REYNA: I vote I.

SPEARKER QUINN: Council Member Comrie.

COUNCIL MEMBER COMRIE: I.

SPEARKER QUINN: Council Member

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Vann.

COUNCIL MEMBER VANN: I.

SPEARKER QUINN: Council Member

Garodnick.

COUNCIL MEMBER GARODNICK: I.

SPEARKER QUINN: Council Member

Lappin.

COUNCIL MEMBER LAPPIN: I.

SPEARKER QUINN: Council Member

Wills.

COUNCIL MEMBER WILLS: I.

SPEARKER QUINN: I vote eight in the

affirmative, zero negatives and zero abstentions.

Land-use items 791, 792 and 801 are approved and referred to the full Land-use committee.

CHAIRPERSON WEPRIN: Okay good.

We're now going to move on to our main agenda here. We're going to start actually with city planning with - we're starting with land-use number 795 which is Manhattan core parking text amendment. City planning has a whole crew of people here, there we go. We'll let them come up and introduce themselves. If we could have quiet please at the panel, we're going to kind of keep

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moving.

MS. CAROLINE GROSSMAN: They already have it. There's the packages that should be on the desk.

CHAIRPERSON WEPRIN: City planning has promised to give us a little bit of the shorter version, but at the same time there's a lot of information I understand. So whenever you're ready make sure to state your name as you speak, and we look forward to hearing this PowerPoint.

MS. GROSSMAN: Thank you and good morning Chair and Council Members. My name's Caroline Grossman, I'm director of government affairs for city planning. I'm joined by Steven Johnson to my left, Eric Coburn [phonetic], Sandy Cornick [phonetic] to my right, also the department.

The department is proposing targeted changes to the off-street parking regulations for the Manhattan Core Community Boards one through eight in Manhattan. The proposed changes revised 30-year-old zoning regulations which continued to be the most

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2 progressive regulations and the nation. As a
3 result of changes put into place in 1982 in
4 response to the clean air act, and those changes
5 required parking minimums. They replaced existing
6 parking maximums with parking minimums above which
7 buildings have to go through a special permit
8 process which is full year up [phonetic] to
9 achieve additional spaces.

10 Those 1982 rules have worked
11 generally very well and have continued to support
12 Manhattan's residents and visitors, however, in
13 the 30 years of use and of their existence, we
14 have come to identify certain deficiencies in the
15 rules and a general need for modernization and
16 updating to reflect contemporary conditions.

17 Our proposal seeks to add clarity
18 and predictability to parking policy while
19 continuing to balance the needs of businesses,
20 residents, visitors and the cities general
21 sustainability objectives. The proposal was
22 generated following the significant study that the
23 department undertook of Manhattan's off-street
24 parking supply. The report was released in 2011,
25 as well as our 30 years of experience working with

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2 communities on the existing rules, and several
3 rounds of outreach with Manhattan's community
4 boards, as well as the collaboration and the
5 support of major citywide planning organizations,
6 the real estate Board and parking and garage
7 operators in the city.

8 Steve is going to walk you through
9 a presentation and then we'll be happy to take
10 questions.

11 MR. STEVEN JOHNSON: Thank you.
12 Good morning Chair Weprin and members of the
13 Subcommittee. The goals of our project are to
14 fine-tune the existing 1982 regulations, add more
15 clarity and predictability to the process, provide
16 mobility improvements and update the regulations.

17 This project was referred out just
18 after hurricane Sandy on November 5th. The city
19 planning commission unanimously approved the
20 project with some minor modifications on March
21 20th. Today I have 11 slides to go through giving
22 you a brief background on the existing off-street
23 parking regulations, and then go through the
24 proposal regulations and then the public review.

25 Okay, so the 82 regulations

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2 continue to be in effect today. This is on your
3 handout too in front of you. So the area we refer
4 to as the Manhattan Core' community boards:
5 community districts one through eight, that's
6 below 110th St. on the west side and below 96th
7 Street on the east side. This area does not
8 include the Hudson Yards, Governors Island or
9 Roosevelt Island.

10 So the primary goals of the 82
11 regulations when they were put into effect were to
12 reduce the supply of off-street parking, reduce
13 vehicles entering into the core, and improve air
14 quality. And this was mainly focused on commuters
15 driving into Manhattan on a daily basis.

16 So the 82 parking regs [phonetic]
17 introduced a number of changes into the Manhattan
18 Core from the 61 regulations. The most
19 significant change was a shift from minimum
20 parking requirements for new residential
21 developments to maximum parking limits on parking
22 spaces.

23 So these residential parking spaces
24 were restricted to only occupants of the building,
25 and these are known as accessory parking spaces

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2 and that is what this slide shows here. So for
3 example maximum residential parking that's
4 permitted as a right is 20% of units and community
5 districts one through six and 35% of units in one
6 through eight. Now you could get more than that,
7 but you'd have to go through the special permit
8 process to get those.

9 Now there is other changes with the
10 82 regulations not just for residential, but for
11 manufacturing, commercial. For example office
12 retail manufacturing was permitted, spaces are set
13 at one space per 4000. One particular issue to
14 mention is as a right public parking lots, and for
15 public parking garages. And since one of the
16 goals of the 82 regulations was to limit commuter
17 parking, which focused on the parking lots, so
18 while before 1982 you could have service parking
19 lots up to 150 spaces in most commercial and all
20 manufacturing districts. With the 82 regulations
21 public parking lots are no longer allowed, as a
22 right, in commuter areas.

23 This also affected all public
24 parking garages which are now subject to a special
25 permit, while in 1961 they were as a right the

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most commercial districts up to 150 spaces.

Now that was a quick background on the Manhattan Core regulations. Now I would like to go through why we're changing, proposing to change these regulations because there's a number of deficiencies in the regulations.

First thing I wanted to mention is the special permit process which you probably all are very familiar with. Currently the process does not give the city planning commission, or the city Council, or community boards enough information to determine the appropriate number of spaces for a given site over and above the as of right maximums or to build a public parking garage.

Frequently the public's comments or concern about whether the - what they're asking for is actually needed in the area. The special permit findings offer no opportunity to review this, so virtually all special permit requests easily meet the required findings which focus only on traffic congestion caused by the parking facility.

Second, the current regulations do

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2 not reflect the way parking is being used today.
3 We know from our study, which is up on our
4 website, Manhattan residents don't necessarily
5 park their cars in their own buildings, but they
6 park around the neighborhood, they park in the
7 building next door, they park in the neighborhood
8 over, whatever's convenient for them whether it's
9 accessory or public parking.

10 And we know that in 1982, 85% of
11 public parking was used by commuters and now we
12 see the shift, and the shift is to Manhattan
13 residents using a lot of these parking spaces.

14 Third, being 30 years old we needed
15 to update the regulations. Fourth, the
16 regulations contain few design and safety
17 standards. And finally there's some obsolete
18 references to inactive categories of public
19 housing.

20 So now I would like to take you
21 through our proposal. The first part of the
22 proposal is the special permits, the special
23 permits findings. Now there are two components to
24 this. The new proposed special permit findings
25 would require applicants to provide the additional

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2 information that would help the city planning
3 commission and the city Council, and communities
4 to rationally assess whether increases over as of
5 right parking maximums for residential development
6 makes sense.

7 The new findings would focus on
8 recent changes in the supply of parking and the
9 surrounding residential growth, and recognition
10 that parking should keep pace with population
11 growth's. Additionally neighborhood
12 characteristics, streetscape and residential
13 neighborhood, pedestrian safety issues, and the
14 land use conflicts would also have to be
15 addressed.

16 Now the second component of the
17 special permits is the actual new special permits
18 that we're proposing. These are to make clear
19 that certain economic development and employment
20 generators could have a valid justification for
21 parking spaces beyond their as of right maximums.
22 These special generators include hospitals,
23 theaters, cultural institutions and major
24 employment generators, all of which are critical
25 to the economic health of the city, but they also

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2 must demonstrate a need for additional parking
3 with the new conditions and findings.

4 Now our second bullet up here shows
5 large sites, because they also have impacts on the
6 surrounding parking supply and have notable
7 impacts on parking resources for the community, so
8 we have developed a special permit for those also.

9 Our second proposal, all parking in
10 new accessory facilities may be made available to
11 the public, and existing parking facilities
12 operating with the DC license as of January 1,
13 2012 are permitted as a conforming use.

14 As I mentioned earlier this
15 recommendation reflects how Manhattan residents
16 are parking now. Residents are using accessory
17 spaces as a shared neighborhood resource and they
18 park in the building next door or in the
19 neighborhood over.

20 I also wanted to stress that this
21 is not a requirement. Office facilities would
22 retain the right to make spaces available only to
23 specific users, such as a residence of the
24 building. So for example if you have an accessory
25 parking facility in your co-op and it functions as

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an accessory facility it can remain at way.

Our third proposal originated from outreach efforts for our project. Parking operators are increasingly seeking to develop automated parking facilities. This is very common outside of the United States, more in Europe and Asia, but operators are looking to put these more in Manhattan and in New York City. There is I think three currently in New York City.

They offer a number of advantages to the typical standard garage and that they are a much more efficient use of space using the same amount of parking spaces. There are no emissions from the vehicles because you drive the car and get out of the car and the machines would move your car around for you. So the car is not running, there's no admissions, and there is the reduced need for venting in the facility, and of course there's no damage to your vehicle as no one is driving it around.

So since they operate differently from traditional garages, we had to create some new standards for these so we are proposing that the Department of Buildings determine capacity and

1
2 reduce reservoir [phonetic] spaces based on
3 operational characteristics because flexibility is
4 needed, because each facility is custom-designed
5 to the site and the technology is new and
6 evolving.

7 And we're also proposing to
8 increase the existing garage floor exemption for
9 automated facilities from 23 feet to 40 feet if
10 they meet those three bullet points on the slide.

11 Our fourth proposal is to create
12 more flexibility in rental vehicle and for
13 commercial vehicle parking in the Manhattan Core.
14 The rental vehicle issue came up during outreach
15 on this project from councilmember Brewer.
16 Currently rental cars are limited as to where they
17 can park and if they are capped on the number of
18 vehicles at a space.

19 And our research showed that
20 Manhattan is an excellent area for rental vehicles
21 because Manhattan has a low car ownership rate,
22 it's 23% versus 46% citywide, and Manhattan
23 residence are using these rental vehicles not
24 tourists. It's a different market here, it's for
25 Manhattan residents.

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2 So, to encourage a more efficient
3 operations and produce congestion on the road,
4 because the operators have to bring these vehicles
5 in from other - outside the area such as from the
6 airports, we are proposing to increase the
7 percentages of rental vehicles in public parking
8 garages similar to -- vehicles which is up to 40%
9 of spaces in certain commercial districts and
10 manufacturing districts, and to also raise the
11 caps as is noted on the first bullet.

12 Now the second bullet is for small
13 commercial vehicles. We are saying these are
14 vehicles with a maximum length of 20 feet. And
15 our research showed that these vehicles drive
16 around all day and then have to leave Manhattan
17 because they are also limited as to where they can
18 park. So we are saying let's increase the
19 percentages of where they can park similar to
20 where 50% in C5, C6, C8 and M districts, and that
21 would help reduce, hopefully congestion and
22 unnecessary back-and-forth driving on the bridges
23 and tunnels during rush hour.

24 Now our fifth component is our
25 other components, it's the general catchall for

1
2 the project. The first bullet is that all new
3 parking facilities, including as of right parking,
4 will have layout and design standards. These are
5 things like a speed bump and a stop sign to ensure
6 pedestrian safety.

7 The second bullet we are also
8 proposing to increase the minimum length for
9 required or permitted loading berths [phonetic] in
10 order to keep trucks off the sidewalks. So this
11 would increase - be an increase of 4 feet from 33
12 x 12 to 37 x 12, and also exempt that extra floor
13 area.

14 The third bullet on the slide, we
15 would allow the reduction or removal of pre 1982
16 required parking by city planning committee
17 authorization. Today, while parking is optional
18 in new development, parking has required as a
19 legacy of pre-82 parking rules cannot be removed.
20 This provision would allow for reduction or
21 removal of once required parking throughout the
22 core on a case-by-case basis if the reduction will
23 not have undue adverse effects on residents or
24 businesses.

25 Our last proposal slide here is

1
2 that there currently is no effective parking
3 requirement for affordable housing in the
4 Manhattan Core today. However, in the text in the
5 zoning resolution, it references discontinued
6 federal programs and could be mistakenly read as
7 parking requirements for affordable housing, so we
8 are proposing to remove these. This has no effect
9 on programming, we're just clarifying this in
10 removing these from the zoning resolution.

11 Now, our final slide here goes
12 through the public - quickly goes through the
13 public review process. To sum up, the community
14 board review in total we have four approvals
15 without conditions from community boards three,
16 five, six, and eight. Community boards one and
17 then seven approved with conditions. And
18 community boards two and four opposed with
19 conditions.

20 The borough president has not
21 submitted any comments. CB1 and CB7, who both
22 conditionally supported the proposal, and two and
23 four who opposed raised concerns about permitting
24 new accessory facilities to operate as public
25 parking facilities. This was the main issue that

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was brought up during our outreach.

CB7 suggested a percentage of parking spaces to be reserved for residents only. CB2 thanks that it may have a quote "minimal" average impact, but may encourage some operators to replace residential parking with hourly. CB4 believes that this part of the proposal will attract more commuters and visitors, and increase congestion, decrease pedestrian safety and increase parking costs for residents. They suggest restricting parking to Manhattan core residents.

The second issue I wanted to mention is the new special permits and findings. CB4 appreciated some of the new findings, but they suggested that the findings should focus more on dangerous intersections and traffic congestion. Vacancy rates of nearby garages and a verification of need for parking for building occupants. Community board two also thinks this special permits may encourage commercial auto oriented uses.

The second bullet up here, the city planning commission subsequently unanimously

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2 approved the proposal on March 20th. It included
3 in their approval with some minor modifications.
4 I just wanted to go over two of those with you.

5 The planning commission added to
6 the findings for special permits that they may
7 take into account parking vacancy rates within the
8 area. Of the proposed development, this response
9 to concerns from the public review process that if
10 nearby facilities are underutilized the demand for
11 additional parking spaces may be met and those
12 nearby facilities.

13 Also the commission reinstated the
14 traffic congestion finding for all special permits
15 and authorizations. The proposed facility would
16 not create or contribute to traffic congestion or
17 inhibit traffic or pedestrian flow. And that
18 wraps up the presentation.

19 CHAIRPERSON WEPRIN: Okay. Take
20 some water. Council Member Comrie he has a
21 question I believe. Do you want to do questions
22 before comments, or do you want to do the comment
23 before questions? Okay, go ahead Leroy go first
24 and then Dan.

25 COUNCIL MEMBER COMRIE: All right,

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2 I thought Dan was first, but I'll go. Just a
3 couple of comments. I did go over the
4 presentation with you and Jeff [phonetic]. I
5 think that it's a good presentation. I just
6 wanted to be clear on what you are saying about
7 creating new parking lots, because you're saying
8 that no new parking lots can be created, but you
9 talk about creating automated parking lots. Are
10 you talking about converting existing lots or is
11 there still a way to create new parking garages in
12 this Manhattan Core project?

13 MR. ERIC COBURN: Well the automated
14 parking facilities would be within garages as
15 opposed to lots. Right now there are certain
16 areas on the periphery of Midtown and the
17 periphery of downtown where parking lots, open
18 parking lots continue to be as of right, but in 82
19 they were restricted in Midtown and in lower
20 Manhattan. So the only way you can produce a
21 parking lot in those areas is by special permit,
22 and that framework is not altered in this
23 proposal.

24 COUNCIL MEMBER COMRIE: So with a
25 person is interested in trying to convert a

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2 property they have two now go get a special permit
3 to do that, to create a parking lot. Is that what
4 you're saying?

5 MR. COBURN: In Midtown and
6 downtown, yeah.

7 COUNCIL MEMBER COMRIE: But now how
8 do you - if you want to create the automated
9 parking - oh Carolyn, you wanted to add to that?

10 MS. GROSSMAN: Yeah, I just want to
11 clarify that that's not a change of -

12 CHAIRPERSON WEPRIN: [Interposing]
13 say her name.

14 MS. GROSSMAN: Carolyn Grossman,
15 city planning. That that's not a change in the
16 rules. That that's the existing 1982 rule. We're
17 not proposing any changes to it, so that remains
18 in effect.

19 COUNCIL MEMBER COMRIE: Okay, I just
20 wanted to be clear for that for the public. I
21 didn't think that was clear. And then, if you
22 wanted to do an automated parking facility do you
23 have to now get a special - once this is enacted
24 will you have to get a special permit to do that
25 also, or this will be part of your rules and

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regulations to make it easier?

MS. GROSSMAN: The text distinguishes between a surface lot, so when we were referred to a parking lot it's an unenclosed lot. Just concrete with potentially stackers or open parking. An automated garage is within an enclosed building, and the so as long as they were under their as of right unit requirements, that could be built without a special permit.

COUNCIL MEMBER COMRIE: So this is allowing for the stackers for open lots and also for automated garages, is that what you're saying?

MR. COBURN: An automated garage is distinguished in the text - an automated garage is a facility in which you drive into your car, you sort of park it in a room and walk away with your keys. And then the machinery takes your car and inserts it into a space. So in effect no one touches your car after you get out of it, so it's entirely automated.

As opposed, for example, to a parking lot with stackers where the attendant will take your car and maneuver it into the stacker. That would not be an automated garage. And the

1
2 rules pertaining to parking lots and stackers in
3 parking lots, as Carolyn mentioned, are not
4 changed in any way by this proposal.

5 COUNCIL MEMBER COMRIE: Okay, and
6 it'll be easier for them to create the automated
7 facilities once the permitting with this process
8 is completed for the Manhattan Core.

9 MS. GROSSMAN: That's right, because
10 an existing garage - the automated garages have
11 these different operational standards,
12 particularly that there are more vertical, as well
13 as the way they function internally requires
14 different calculations.

15 So this allows them to be built in
16 a way that is consistent with the way we would
17 build other garages, and in fact incentivizes
18 [phonetic] them a little bit more by defining them
19 separately under the zoning resolution.

20 COUNCIL MEMBER COMRIE: Got it, and
21 how many hospitals and other specialized medical
22 facilities are within this Manhattan Core area?
23 As you may know a lot of Queens people, because
24 we're under bedded and we don't have a lot of
25 specialties in Queens, are forced to come to

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2 Manhattan for to seek medical experts, and to see
3 applied science physicians and of those types of
4 things. So, how many hospitals are within the
5 Manhattan Core, and have you looked at those
6 parking facilities that are next to those
7 hospitals, or the parking around those hospitals
8 to ensure that people can still visit these
9 specialized practices that unfortunately we still
10 need to come visit from Queens?

11 MR. COBURN: Offhand I don't think
12 we have a count of those hospitals so obviously
13 some of the major medical centers like New York
14 hospital and NYU medical Center are inside the
15 Manhattan Core. Those hospitals have very
16 substantial parking facilities. They did that
17 both for patients and for staff.

18 And one of the aspects of the new
19 special permit framework which attempts to clarify
20 for the public and of the commission and the
21 Council, you know, when spaces are needed one of
22 the categories are our healthcare facilities. And
23 it's clearly stated that we would expect, in the
24 future, that healthcare facilities will continue
25 to apply for special permits and obtain them

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2 because they need large amounts of parking to
3 serve their clients.

4 COUNCIL MEMBER COMRIE: I was
5 thinking, NYU does have a lot of parking. I was
6 thinking the hospital for special surgery. That
7 came to mind because there's very limited parking
8 around there. And I can't remember the name of
9 the other hospital that I wound up having to visit
10 someone that had limited parking as well.

11 So you're saying that if they need
12 it, joint diseases, right. They would be able to
13 apply to quickly get a lot if they needed to
14 create parking without having to go through a three-
15 year process for that to happen?

16 MR. COBURN: Well they would be
17 subject, they are subject now to a special permit
18 if they, for more than 100 spaces, and most of
19 those hospitals have more than 100 spaces so there
20 subject to a special permit.

21 We're not changing whether they are
22 subject to a special permit or not, but we are
23 clarifying that hospitals are one of the
24 categories of uses for which there would be a need
25 for additional parking, and therefore would be

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2 considered to be a valid request under the revised
3 special permit framework.

4 COUNCIL MEMBER COMRIE: Okay. And
5 that special permit framework would be something
6 that they would have to still go through a process
7 and would filing all of the - to go through the
8 community boards and everything.

9 MR. COBURN: Yeah, that's correct
10 because we think it's appropriate to look at the
11 traffic issues, where the curb cuts are and how it
12 relates to the neighborhood through that process.

13 COUNCIL MEMBER COMRIE: Okay. All
14 right, and just one last question Mr. Chair. Did
15 the parking proposal - have you looked into this
16 vis-à-vis the planning of additional bike lanes
17 and the new bike their program and see how that
18 impacts the parking facilities that are in
19 existence now to ensure that there is no problem
20 with the parking facilities being able to still
21 accept cars, or not being blocked by bike lanes?

22 MS. GROSSMAN: We haven't done a
23 review of existing facilities, but for any garage
24 that went through a special permit process,
25 looking at the design of that garage and how it

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2 interfaced with the street design would be part of
3 that process going forward.

4 COUNCIL MEMBER COMRIE: Okay, all
5 right. Thank you. Again, I think that overall
6 this is a ambitious project. I just want to look
7 out for other out of the borough residents that
8 need to come to the borough and be able to
9 continue to park. And since we have a lot of
10 Queens's residents that do depend on parking in
11 the city we want to make sure that they still have
12 access. Thank you. Thank you Mr. Chair.

13 CHAIRPERSON WEPRIN: Thank you Mr.
14 Chair. Council Member Garodnick.

15 COUNCIL MEMBER GARODNICK: Thank you
16 Mr. Chairman. Just one comment and observation I
17 wanted to make for my colleagues about this
18 proposal. The reason why I think this is most
19 useful is the addition of certain new findings
20 that are available to us to be able to make the
21 proper determination as to whether additional
22 parking spaces are merited or appropriate. In
23 those findings, including recent residential
24 development or changes in the supply of parking,
25 or the neighborhood character, pedestrian safety,

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2 or other land use conflicts, those are things that
3 we are frequently concerned about and talking
4 about in this committee and beyond.

5 And if so to the fact that we are a
6 little hamstrung today in figuring out the bases
7 on which to grant or deny these sorts of
8 permissions I think this will help us to be able
9 to have a much more complete picture. And for
10 that reason, among others, I encourage you all to
11 support it.

12 CHAIRPERSON WEPRIN: Thank you Mr.
13 Garodnick. Council Member Reyna.

14 COUNCIL MEMBER REYNA: Thank you Mr.
15 Chair. I just wanted to understand and have
16 clarity. This does not increase or decrease
17 parking spaces correct?

18 MR. COBURN: no, it doesn't change
19 the as of right rules except in a very limited way
20 which it places a cap on the number of spaces for
21 retail at 10 spaces. Right now retail is allowed
22 one per 4000 square feet. In a large retail
23 facility you get a fairly large number of spaces
24 so now it's being capped at 10 spaces. Other than
25 that it doesn't change the as of right rules for -

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2 COUNCIL MEMBER REYNA: [Interposing]
3 I'm sorry, if I can just follow you. Your capping
4 the retail spaces so that the shift will go from
5 retail to what? Who gains in retail spaces?

6 MR. COBURN: Any spaces above 10
7 would be subject to a special permit, whereas now,
8 for example a 100,000 square-foot -

9 COUNCIL MEMBER REYNA: [Interposing]
10 I'm sorry. A special permit which could be
11 applied to a developer building more housing, or a
12 hospital.

13 MR. COBURN: Well, they would have
14 to meet one of the new special permit findings
15 within the framework, which is what Steve talked
16 about. There are a number of possible avenues for
17 obtaining a special permit; one's to demonstrate
18 residential growth. And then we have this idea of
19 special generators which include hospitals and
20 important economic development projects.

21 COUNCIL MEMBER REYNA: And important
22 economic development nonresidential, that's
23 correct?

24 MR. COBURN: That's correct. So
25 that you -

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COUNCIL MEMBER REYNA: [Interposing]
Because that's what I'm trying to understand.

MR. COBURN: Well you would have to
qualify -

COUNCIL MEMBER REYNA: [Interposing]
Wait a second. Let me just - it's the impact on
the small business community, right? So if we're
capping retail and we are not gaining, or
decreasing spaces, but rather creating a more
efficient process to apply parking spaces through
a special permit. Who's gaining from that
process?

And for it not to only be
considered residential use development, but rather
more on the side of understanding that there's a
manufacturing garment district, that there is
retail spaces that are, as in stores, that there
is a community outside of what would be the
residential component that's clearly could be
dominating the special permit process.

MS. GROSSMAN: Council Member, I
think you've exactly hit it which is why we've
separated out, in the new special permit, a
framework residential special permits from

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2 economic generators, special permits. It's so
3 that there is a particular route. One route has
4 you looking at justifications that are related to
5 the supply for residents and how that's changed
6 over time. The other route has you looking at the
7 justification of that business needing more spaces
8 than it would otherwise be allowed as of right.

9 With retail, I think one point to
10 keep in mind is that in Manhattan Core very few
11 retail businesses have a large collection of
12 retail, specific retail related parking spaces.
13 There are a few, many of them are in existence and
14 some also have combined garages with a residential
15 building if they're in a mixed use circumstance.
16 But it's a rarity that we would see a large retail
17 generator requiring that special permit, but it's
18 the reason we've created this economic generator
19 route for large businesses that may need that
20 additional economic justification for spaces.

21 COUNCIL MEMBER REYNA: And you
22 mentioned large small business, so that means that
23 the special permit would be more for a large?

24 MS. GROSSMAN: For commercial uses,
25 typically the amount of spaces that you generate

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2 as of right is done on a per square foot basis.
3 So it would only be the larger stores that would
4 actually cap out above that as of right number at
5 any event.

6 COUNCIL MEMBER REYNA: So my follow-
7 up question would be how is this particular land-
8 use proposal for parking going to impact the small
9 business based on the square footage?

10 MS. GROSSMAN: And I would say my
11 answer to that is generally its neutral. However,
12 in certain cases if a business needed to apply for
13 additional spaces this would give them that
14 opportunity, and a more clear and predictable
15 route towards justification. But it's unlikely a
16 small business would ever need to apply for many
17 more public, many more parking spaces.

18 COUNCIL MEMBER REYNA: And just to
19 play devil's advocate here, if there is a local
20 development corporation, or a merchant's
21 association, or a business improvement district
22 that would want to apply for a special permit
23 would that be prohibited?

24 MR. COBURN: No. They would be
25 permitted in the same manner as everybody else.

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2 But I think what we find because we're talking
3 about the Manhattan Core is that most neighborhood
4 shopping streets really don't - they serve people
5 who live in the neighborhood, they don't really
6 serve people who arrived by car. So we're really
7 talking about Manhattan, south of 110th Street on
8 the west side, and the south of 96th Street on the
9 east side. So it's a very dense and pedestrian
10 oriented part of the city.

11 MR. SANDY CORNICK: Sandy Cornick
12 here. I would just add that when we looked at the
13 study of how the parking restrictions worked
14 there's been enormous job growth, about 16% or so
15 since 1982 that's consistent with these parking
16 regulations. So we don't really see this as
17 constraining either population growth or job
18 growth, and obviously both of those are very
19 important.

20 And it's a different situation when
21 you're talking to Burroughs which are much more,
22 the other four boroughs, are much more auto
23 oriented retail and stuff like that, where you do
24 see actually local groups like Jamaica Development
25 actually promoting parking facilities, but that's

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not really the issue we find here.

COUNCIL MEMBER REYNA: I'm just trying to understand how the impact of this particular proposal is going to affect the small business community as far as the geographic defined area that you've presented to us. And what would that mean as far as their daily operations, was the commercial loading and unloading taken into account within your study?

MS. GROSSMAN: One provision that we did mention was the increased depth of a loading dock, so that's something that is, at a modest level, a benefit for communities because they will build a larger loading dock in a new construction project, but they would also get that floor area relief in order to do so.

So, at a very minor level, that is helping businesses pull their loading off of the street and not have to do it on a curbside and have the zoning relief to do so. But again these are very, these are at the margins. For the most part small businesses are not the constituency for a special permit process and so the changes that would affect them in this proposal are very

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modest.

COUNCIL MEMBER REYNA: And they are not the constituency for this proposal because they weren't invited to the table or?

MS. GROSSMAN: Because they're typically not, small businesses typically, to the extent that they have parking, can usually achieve it as of right and do not require a special permit in any event. So changes to the special permit process are not really relevant because they never need a special permit.

MR. CORNICK: One of the things that many businesses in Manhattan do, rather than maintain parking just for their own business, they use public parking, some of them give people credit, J&R does it here if you spend a certain amount of money, you get free parking.

COUNCIL MEMBER REYNA: Validation.

MR. CORNICK: Right. And of the proposal is consistent with that because it recognizes that that's how parking is used, it's used as public parking.

COUNCIL MEMBER REYNA: Okay. Thank you very much for the clarification.

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2 CHAIRPERSON WEPRIN: Thank you
3 Council Member Reyna. I want to thank this panel.
4 You can stick around in case an issue comes up in
5 the next couple of panels. We have some people in
6 favor, in opposition to this. We are going to
7 hear from them now. I would like to try to limit
8 people, I know you don't like this, but to two
9 minutes each, give some leeway. We've been
10 through this before. It's just we have a very
11 busy day and a lot of people to testify.

12 So I'm going to collect the
13 following people in opposition, or half opposition
14 to this parking core plan, some of which we know
15 already. Mark Diller is back in your handwriting
16 was much better on this one Mark. Berthay
17 [phonetic] Christine, sorry about that, I don't
18 pronounce that right. Kathleen Treat [phonetic],
19 Tobi Bergman [phonetic], and actually Jay Marcus
20 come on up if you could just bring a folding chair
21 with you. Sorry. Nothing but the best, right?
22 If you don't mind using the folding chair we can
23 get you all up together and that way we can move
24 this.

25 So, we're going to try to put you

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2 on a two-minute clock. Mr. Diller I know you've
3 done that before and obviously we want you to get
4 your point across so. As concise as you can do
5 it, that would be great. Make sure each of you
6 state your name before you speak. You can decide
7 who goes first.

8 MR. DILLER: Thank you. I guess
9 I'll lead off. Good morning and thank you again
10 for the opportunity to be heard. I'm Mark Diller.
11 I'm the Chair of Community Board seven on the
12 upper West side of Manhattan. I want to thank the
13 committee again for hearing this important issue.
14 I also would like to thank the Department of City
15 Planning for putting their head in the lion's
16 mouth. In my district, the only other things that
17 could possibly get you in more risk of bodily harm
18 are talking about parking in conjunction with the
19 dog run and a bike lane. So, full marks for
20 taking on a difficult district and doing a good
21 job.

22 Community Board seven is generally
23 in support of this application. We are
24 particularly pleased with the off-street
25 commercial parking aspect of this, double parking

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2 of Verizon trucks and so forth on West End Avenue.
3 In our district is something that can ruin your
4 whole day.

5 The additional criteria, that
6 Council Member Garodnick had highlighted, for
7 special permits will rationalize the process for
8 the community boards, as well as for you all, in
9 terms of trying to determine when the additional
10 parking is and is not warranted over the limits
11 that apply.

12 With thanks to Council Member
13 Brewer we are delighted to increase the limits on
14 car sharing and the car - especially car sharing
15 because it reduces the demand for parking in
16 general, both on street and off street, and we
17 think that's a good thing.

18 The concern we want to raise is the
19 conflating accessory in transient or daily
20 parking. We are in a tran - we're talking about a
21 transit rich area of our city and we are concerned
22 that the conflating of these two separate
23 categories will encourage driving to an area where
24 it's not needed. That's bad for the environment,
25 that's contrary to the 1982 changes that were made

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2 that seem to have been successful and we're a
3 little bit load to mess with success.

4 It also favors visitors to our
5 district over residents and that it will drive up
6 the cost and reduce the - wow, two minutes goes
7 fast, and reduce supply. And the rationale that
8 DCA licensing procedures do not comprehend the
9 difference between the two leads me to think that
10 we should be reforming DCA not this part of the
11 zoning resolution. Thank you so much.

12 CHAIRPERSON WEPRIN: Thank you Mr.
13 Diller. Ma'am.

14 MS. CHRISTINE BERTHAY: Thank you.
15 My name is Christine Berthay and I'm speaking in
16 behalf of Check Peds, a coalition of pedestrian
17 safety and as well as the tri-state transportation
18 campaign. We as well support the proposed change
19 to public parking and public special permits, in
20 the Manhattan Core parking regulation based on the
21 December, 2011 study of public parking, we think
22 it's very positive. However, DCPs also proposing
23 wholesale -- to residential parking, which we
24 oppose, namely to open the sensory parking to the
25 public without having a performance study focused

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on residents.

Of CPC's own admission the public survey methodology likely overrepresented frequent auto users and under represent in frequent auto users, like mostly residential parkers. Does the survey largely ignore the concern as well as concern of residential neighborhoods?

Opening accessory parking to the public allows it to be used by commuters, and in 1982 the commission itself found, and I quote "that it attracts additional cars to residential streets to the detriment of neighborhoods. As a matter of good land use planning public parking facilities do not belong in residential building or neighborhoods without a careful review of their land use traffic and environmental impact", and yet the commission has not conducted such a study.

And the commission indicates that its proposal for public parking everywhere is mainly aimed at accommodating nearby residents without parking in their own building. And 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 that is

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proposed.

Just like one set of parking rules do not feed all neighborhoods of Corona, downtown Brooklyn, Riverdale, one solution surely doesn't feed Wall Street, East Village, and of the upper East side, who have very different parking constraints and needs.

The fact that four community keyboards, CB one, two, four and seven, opposed the solution. One, CB six opposed the concept, but proposed another solution, and three boards supported the change goes that local specificity matters. So until studies perform we recommend that a cautious approach be adopted like opening residential parking to only nearby residents, by changing public use in 1321 to mostly rental.

CHAIRPERSON WEPRIN: thank you very much. Mr. Bergman.

MR. TOBY BERGMAN: Good morning. Toby Bergman, Chair of the Land Use Committee of Community Board two. I think that our concern is unintended consequences. And Community Board two includes lots of dense residential areas where people have a lot of trouble finding residential

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2 parking, and also includes many areas that bring
3 in lots of tourists, lots of people from other
4 boroughs, New Jersey, to come for entertainment
5 and many other attractions.

6 We're concerned that we are setting
7 up competition here that's going to favor - that's
8 going to harm residents. We are concerned that we
9 are going to bring more traffic for people using
10 the parking for so-called public parking, and
11 particularly for in some areas residents have
12 enough parking and in some areas they don't. They
13 can't find a garage in their - they use garages
14 not just in their own building, but within say
15 five blocks of their building.

16 So those accessory parking for
17 other buildings become neighborhood parking,
18 residential parking for five blocks say. If you
19 provide - if you increase the ability of people
20 visiting the neighborhood to get that, parking you
21 may drive local residents out of parking, and that
22 would be very harmful for the neighborhood.

23 The other concern that we have is
24 that the special permit, particularly for retail
25 but also for entertainment, while we like it that

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2 overall the changes here understand the importance
3 of not turning downtown Manhattan Core into a
4 location for car-based retail.

5 I'll be very brief now. The
6 concern that we have is one particular area which
7 is Pier 40 which is - we have had proposal for
8 major retail there that could be car driven, so we
9 think there is a need for an upper limit on the -
10 that not subject - in other words, right now it
11 says 10 spaces for retail. It says you can get a
12 special permit for more. There should be an upper
13 limit to that, whether it's 50 or 100, there
14 should be an upper limit so that you can't have a
15 retail facility with 400, 500, 600 cars. Thank
16 you.

17 CHAIRPERSON WEPRIN: Thank you Mr.
18 Bergman. Mr. Marcus.

19 MR. JAY MARCUS: Yes Sir. At first
20 I just want to reiterate what everyone else said
21 in terms of the -

22 CHAIRPERSON WEPRIN: Just be close
23 to the microphone. The sound is not great.

24 MR. MARCUS: Jay Marcus, Manhattan
25 Community Board four co-chair of the

1
2 Transportation Committee. I want to repeat what
3 other people said that we are very much in support
4 of a majority of the updating of the Manhattan
5 Core regulations. We do think the permitting of
6 automated parking and the additional findings for
7 the special permits in particular are very
8 positive new inclusions, so we appreciate most of
9 the changes.

10 I do want to focus on a couple of
11 changes, a few changes that affect CB four. First
12 I want to reiterate what the previous people said.
13 While currently there is a loophole and garages
14 that are accessory only get licenses from DCA that
15 allow them to be public. The massive rezoning's
16 that have happened, particularly in our community
17 Board in Chelsea and along 11th Avenue for example,
18 are going to result in a substantial number of
19 increased accessory garages.

20 We don't feel DCP, they did a great
21 job at doing a lot of studies, but one aspect they
22 didn't look at is as future growth continues
23 opening up accessory garages to public parking
24 could cause a lot of traffic in these otherwise
25 residential developments.

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2 So we do strongly urge the City
3 Council to hold off on that provision and in the
4 interim perhaps to address the issues that DCP
5 discuss permit monthly parking in those.

6 Secondly, we understand the need
7 for the four new special permits that are proposed
8 by DCP, for economic generators, for hospitals, as
9 was discussed earlier for cultural institutions.
10 These are all things we very much support in our
11 area.

12 However, we are concerned about a
13 couple of features. One is we do think the
14 Clinton special district which is already exempt
15 from many of the parking requirements in Manhattan
16 - ouch - in Manhattan Core should be exempt from
17 that area.

18 Secondly, similar to what the
19 previous speaker said, to have absolutely no
20 limits whatsoever and no proportional limits we
21 think is incorrect. And if so we would prefer to
22 at least have something along the lines of the one
23 per every 4000 square feet that's in other retail
24 areas.

25 I do want to mention, I'm sorry,

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one other issue even though I'm out of time.

CHAIRPERSON WEPRIN: Good, quickly.

MR. MARCUS: Thank you. One is we are very much in support, and I understand Gale Brewer was a large part of it, of the increase from 10% to 40% for rental cars, and for 50% for rental and shared cars particularly in M1, 2 and 3 districts, and in C1, C2 overlay, C4, C5, C8 district.

However, Chelsea has several areas that have C6 districts and there's no C6 does permit residential FAR up to six. So these are primarily residential areas and we are concerned - this is in East Chelsea from 6th Avenue to 8th Avenue, and then all along the rezoning areas between 9th and 10th Avenue, and 10th and 11th Avenue in Chelsea.

There are a lot of C6 districts. And the increase from 10% to 40 and 50% of rental cars in what are primarily residential districts, C6 zoning, but primarily residential development, we think might be a little too much and might hurt residents ability to get parking and cause unintended traffic coincidences on weekends. So

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2 in those districts, just C6 districts, we request
3 it to be 25% instead of 40%.

4 CHAIRPERSON WEPRIN: Okay thank you.
5 Ms. Treat. See what works best for you with the
6 chair. You can move the chair closer if you want.

7 MS. TREAT: Can you hear me? I'm
8 Kathleen Treat, Chair of the Hells Kitchen
9 Neighborhood Association, a community which was
10 pro-congestion pricing by the way. I'd like to
11 add to this testimony today my outrage at the
12 enormous gift to the parking industry embedded in
13 this study.

14 Given a general amnesty to parking
15 operators for 20 years of illegal operation is
16 absolutely wrong, and wrongheaded. How in the
17 hell did they get away with operating public
18 parking in accessory garages for 20 years.
19 Apparently no one was minding the store.

20 Why should we forgive and then turn
21 our backs on the money that belongs to this city.
22 What possible rationale came there be to forgo
23 millions in fines for illegal operations, while we
24 are told over and over again that the budget
25 cannot pay for after school programs for little

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kids.

Only a - I like the word charlatan, but I like better snake oil salesman, calls this economic development. We know that the parking industry generates precious few jobs, and at that the robots approved in this zoning will decrease that number of jobs even more.

What else can we give the parking industry? How about the keys to the city? How about our firstborn grandchildren? Thank you.

CHAIRPERSON WEPRIN: Thank you. I want to be clear that firstborn grandchildren idea is not part of the request for city planning. Just want to be clear. Does anyone have any comments on the panel here? All right, we want to thank you all for coming. I'm sorry, Jessica Lappin does. I apologize, Council Member Jessica Lappin.

COUNCIL MEMBER LAPPIN: So the Pier 40 example you gave Mr. Bergman, is sort of an interesting one relating to an upper limit on the number of parking spots. And I wonder if this would not be an issue in other neighborhoods as well?

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2 MR. BERGMEN: I don't know about
3 other neighborhoods, with respect to CB2 I think
4 it's the one really truly large site where you
5 could attract something like a shopping mall, a
6 major shopping mall which has its place outside
7 the Manhattan Core, but not within the Manhattan
8 Core.

9 I think that the policy of, stated
10 in here is one of not creating car-based retail
11 opportunities, but the - if you read how the
12 special permits are written, really once you've
13 created a, for example a large area development
14 and shown a need for parking, you're on a pretty
15 good path to getting a special permit, which in
16 this case could disrupt the bikeway that goes
17 along the Hudson River Park.

18 COUNCIL MEMBER LAPPIN: All right.

19 MR. BERGMEN: And there may be
20 others around Manhattan.

21 COUNCIL MEMBER LAPPIN: You could
22 have other, maybe not one single site, but
23 commercial strips and other places in Manhattan
24 where two blocks have become places people go to
25 do shopping, whether it's a mix of food shopping,

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2 retail shopping, etc., where you could have the
3 same sort of scenario potentially. It's not one,
4 I know you're thinking about one site, but you
5 could have a two block long commercial corridor
6 made up of a number of sites where this would also
7 come into play.

8 MR. BERGMEN: Right, and I think
9 there could be lots of examples around Manhattan,
10 I don't know Manhattan well enough, but I think
11 that there is a need for an upper limit and I
12 don't know what that is, but city planning should
13 come back with an upper limit.

14 CHAIRPERSON WEPRIN: Keep it very
15 brief please.

16 MS. GROSSMAN: The second example is
17 Pier 76 also on the park, which has a potential
18 for becoming a commercial for revenue generating.

19 COUNCIL MEMBER LAPPIN: Okay, thank
20 you.

21 CHAIRPERSON WEPRIN: Okay, great.
22 Merci. Thank you all very much. We now have two
23 people clearly in favor, they checked the in favor
24 box on this proposal. Daniel Gottman [phonetic]
25 from tri-state transportation campaign and Sarah

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2 Watson if there is still here I hope. Yes they
3 are. Gentleman and lady, just to the mike.
4 Decide who wants to go first. Is chivalry alive
5 or no, no. We're going to limit again. We'll
6 limit to the two minutes, if you need a little bit
7 extra I can give it, but let's try to keep it
8 brief if we can. Whenever you're ready state your
9 name. Ms. Watson, why don't you go first.

10 MS. SARAH WATSON: Okay. Good
11 morning. Sarah Watson, Deputy Director of
12 Citizens Housing Planning Council. I'm
13 representing the zoning committee of CHPC that's
14 reviewed and analyzed this text change.

15 We fully support these revisions
16 and applaud the division of the Department of City
17 Planning to re-examine regulations initiated 30
18 years ago, study how they are working and
19 practiced today, eradicate references to
20 antiquated requirements, and establish new land-
21 use priorities.

22 We are in favor of the department's
23 efforts to continue this approach to parking
24 policies throughout the city.

25 Allowing all parking in new

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2 accessory facilities to be made available to the
3 public will better support the needs of a 24 hour
4 city with differing needs throughout the day and
5 of the week. The increasing floor area exceptions
6 for automated parking and the increase flexibility
7 for rental vehicle parking will encourage the
8 prevalence of smart technologies that can offer
9 extra efficiencies in the future.

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

15 Of the other revisions, the CHPC
16 zoning committee is particularly grateful for the
17 eradication of references to minimum parking
18 requirements for certain forms of obsolete
19 affordable housing. Every attempt to facilitate
20 the development of affordable housing units should
21 be fully embraced, and the new clarity on this
22 topic is warmly welcomed. And we also fully
23 support the revision that makes it easier for the
24 reduction or removal of pre-1982 required parking.

25 And finally, we'd like to commend

1
2 the Department of City Planning for their diligent
3 and extensive consultation process on these
4 revisions. They've presented, listened, amended,
5 presented and listened again to a multitude of
6 voices, and we believe that this technique makes
7 for sound planning policies.

8 CHAIRPERSON WEPRIN: thank you Ms.
9 Watson. Mr. Gottman, whenever you're ready.

10 MR. DANIEL GOTTMAN: I'm only
11 partially in favor, not totally. My name is
12 Daniel Gottman, I'm speaking on my own behalf and
13 on behalf of the Tri-state Transportation
14 Campaign.

15 The 1982 zoning amendment seems to
16 have basically worked to discourage driving to
17 Manhattan which was its purpose. Over 30 years
18 there has been a reduction in the midday parking
19 demand by commuters and shoppers which has matched
20 a reduction of parking spaces in the central
21 business district south of 60th Street.

22 Despite the large amount of
23 residential development that has taken place,
24 there has been actually no change in 20 years in
25 the number of residential parkers. It's the same

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today as it was in 1990.

These changes have gradually lowered traffic and eased congestion on Manhattan streets. Given that the planning commission says it wants to continue to promote the shift away from commuter parking, given that success the planning commission says it wants to continue to promote the shift away from commuter parking.

Yet the new special permit for accessory residential parking conflicts with the commission's avowed purpose. According to the new permit conditions the planning commission would allow residential parking in one building to accommodate nearby residents whose own building were built, was limited, or no parking.

That sounds good, but actually that's not how the permit would work. Since the buildings in which those car owners live were built up to 10 years ago, those car owners already have made some arrangement to park their cars. So they're not likely to need the additional spaces being provided for them. Instead, the additional accessory residential spaces are likely to be made available to commuters are shoppers making driving

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2 to Manhattan more attractive than increasing
3 traffic and congestion in the Manhattan Core.

4 This is the opposite of the shift
5 away from commuter parking that the commission
6 says is its purpose. And there are two ways to
7 fix this problem. The first is to make sure that
8 the additional residential parking really is for
9 residents by retaining a finding from the existing
10 special permit 13-5-61. If you include that
11 condition, the commission would have to find that
12 such parking spaces are needed for and will be
13 used by residents in the vicinity of the use to
14 which they are accessory.

15 Second, parking could be limited to
16 residents by allowing only monthly rentals in new
17 residential garages rather than hourly rentals.
18 Hourly rentals would still occur in the 150,000
19 spaces in existing parking garages, but new
20 residential garages should be limited - should be
21 immediately - should not be immediately turned
22 into public garages if we want to continue to
23 promote the shift away from commuter parking.

24 So these are very simple changes
25 that would ensure that residential accessory

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2 parking is for residents, and I hope you consider
3 them.

4 CHAIRPERSON WEPRIN: Thank you Mr.
5 Gottman. I want to thank you both very much. I
6 just want to make one quick statement on behalf of
7 myself and my residents in eastern Queens because
8 this is just an issue. I firmly believe that we
9 should have less cars in New York City, less
10 congestion in New York City and I understand a lot
11 of the arguments here today. But, one thing I
12 want to make a point, it's not to all of you, but
13 to whoever's listening out there, is we need
14 better public transportation options where I live
15 in eastern Queens.

16 It's very hard to get around and
17 get into Manhattan by train or bus. It's very
18 difficult. Late at night, I wouldn't want my
19 children to go taking public transportation and
20 having to walk 10 blocks in the process along the
21 way. So, that's something for the gods out there.
22 A lot of us do drive in from our area because we
23 don't have any other choices very often. So as we
24 move forward we do need to make sure that public
25 transportation is safe, is fast and easily

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accessible.

So with that in mind we close this hearing and we thank everyone here from the Manhattan Core. You can take apart your PowerPoint. We are now, before we get to the next item, going to call on Council Member Vincent Ignizio because he missed the cafés and he really wanted to hear the testimony, but we filled him in on what he missed and he'd now like to cast a vote. So I'd like to call on Ann of the Council to please call Mr. Ignizio's name.

SPEAKER QUINN: Council Member Ignazio.

COUNCIL MEMBER IGNAZIO: Yes, I proudly vote I on these cafés.

CHAIRPERSON WEPRIN: Thank you Mr. Ignizio. All right. Okay, got that off my chest. Next, we are now going to do Wooster Street. This is land use number 793 and the 794. It's in Council Member Chin's district who is joining us on the panel, Margaret Chin whose here, very nice. Do you have the list of people testifying or? Guys come on up whoever's testifying. Somewhere we have a big pile of names. Okay, I'd like to

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2 call up, here they arrive, Ivan Schonfeld, Farsade
3 Restigarde [phonetic], George Schieferdecker, Cas
4 Stachelberg. That's a lot of letters. That's a
5 lot of Wheel of Fortune letters I got to say.
6 Statchelberg [phonetic], right, close enough. You
7 guys could set up. I know you have a lot of
8 charts and graphs. And whenever you're ready we
9 will start.

10 MR. FARSADE RESTIGARDE: Good
11 morning and thank you Chair and Honorable Council
12 Members. My name is Farsade Restigarde. I
13 represent the owner and the applicant. I am the
14 principal party for the owner. I just wanted to
15 say that I'm not a real estate developer or a
16 property person.

17 I bought this property some 25
18 years ago and my objective was to build a
19 building, you know that's a good standout. I love
20 Soho and I think the efforts we put into this
21 project reflect and then the same. I hope that we
22 can persuade you to look at it in the same way.

23 The team that we've assembled
24 stands out in New York City with their expertise
25 and their backgrounds. We've had the

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2 distinguished opinion in respect of the historic
3 aspects of this project, terms of its design, in
4 terms of its contextual use and multiple various
5 alternatives were considered including a partial
6 development on the parking lot. Those were
7 rejected by us for a whole host of reasons and
8 different reasons, most notably the missing tooth
9 syndrome of the area would remain with the partial
10 development would not be addressed.

11 Having said that, the project as it
12 stands in front of you fully reflects the proposed
13 design and mass. It happens that the landmarks
14 commission in the city planning and the borough
15 President have approved it as well, so they have
16 seen our perspective in terms of the design.

17 So what is in front of the Council
18 today is really an issue of use rather than bulk
19 or mass. The options being as proposed,
20 residential on the upper floors, retail on the
21 ground floor, or a hotel use. Those are the two
22 options that we would be considering with the
23 exact same building in place.

24 I hope that you would vote in favor
25 considering the contextual use in the area is very

1
2 substantially residential on the upper floors and
3 retail on the ground floor. Thank you.

4 CHAIRPERSON WEPRIN: Thank you.
5 Whenever you're ready make sure to state your
6 name.

7 MR. IVAN SCHONFELD: Good morning.
8 Good morning Council Members. My name is Ivan
9 Schonfeld, I'm a planning and development
10 specialist with the law firm Bryan Cave. We are
11 the land use council to the applicant for this
12 matter.

13 The proposed building would be
14 located on a mid-block site on the east side of
15 Wooster Street between Prince and Houston streets.
16 It's within the Soho cast-iron historic district.
17 It measures about 71 feet wide and 100 feet deep.

18 Over on these boards here you'll
19 see some images of the site what it looks like
20 today and what it looks like as proposed. On the
21 left is a board showing the site looking South
22 Down Wooster Street. On the left of - the left
23 photo on that board shows the site today and on
24 the right is a rendering as proposed.

25 And of the other board on the right

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2 here shows the site looking North up Wooster
3 Street towards Houston Street as it exists today
4 and as proposed.

5 The site currently contains an at
6 grade parking lot for 15 cars and a one story
7 retail building that today is occupied by a
8 McLaren Stroller retail store.

9 The LPC, because this is within a
10 historic district, looked at the one story
11 building and they determined that it was not
12 historically significant and it did not contribute
13 to the historic district, and they therefore
14 issued a permit allowing for its demolition.

15 The proposed building will contain
16 eight stories. It would be primarily residential
17 with retail space on the ground and several
18 [phonetic] levels. The building has already gone
19 through the certificate of appropriateness process
20 with the LPC and they've approved the building as
21 proposed.

22 So, in order to facilitate this
23 development though, we're requesting to actions of
24 the City Planning Commission and the City Council.
25 One is a special permit pursuant to section 74-712

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2 of the zoning resolution, and of the second action
3 is a zoning text amendment to that section.

4 So I'll start first with the
5 special permit. Like most of Soho, the site is
6 zoned M15A. This district does not allow for as
7 of right residential and retail use. The zoning
8 resolution, however, grants the City Planning
9 Commission the authority to waive they use
10 regulations in this area for primarily vacant
11 sites within the historic district by special
12 permit pursuant to section 74-712 of the zoning
13 resolution.

14 So we're requesting this special
15 permit to waive the use regulations to allow the
16 retail and residential uses that we propose, which
17 we think is very much in keeping with the
18 character of the area.

19 The residential uses would be
20 located on the second floor and above, and on the
21 lower levels there would be accessory residential
22 uses like a lobby, a gym and storage space.

23 The retail use would contain up to
24 6000 square feet of floor area on the ground level
25 and 3000 square feet into the cellar level, and it

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2 would house a small boutique retailer. There is
3 no specific retailer on board at this point, but
4 it would not be a restaurant or a bar because that
5 is specifically prohibited by the special permit.
6 And we believe that the size that we're requesting
7 is very much in keeping with typical sizes of
8 retail that are found on side streets throughout
9 Soho.

10 So, in addition to the use waiver
11 we're requesting a bulk waiver pursuant to this
12 special permit. In the M15A district buildings
13 are allowed to rise at the street wall to a height
14 of 85 feet or six stories, whichever is less. So
15 while the proposed building would rise to a height
16 of 85 feet exactly, so it would comply with that
17 regulation, it would exceed the maximum number of
18 stories permitted within that 85 feet. So there
19 would be seven stories within the 85 foot Street
20 wall instead of six.

21 The bulk modification would
22 therefore not allow for any bulk that is above
23 what would otherwise be allowed pursuant to
24 zoning, and whether the building contained six
25 stories or seven stories within the street wall

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2 would have no material impact on the area, we're
3 just requesting that waiver in order to allow the
4 proportions of the building and the floor to floor
5 heights be consistent with the proportions of
6 floor to floor heights found in the Soho historic
7 district.

8 When we originally submitted the
9 application for this Euler publication, we had
10 requested approvals for a slightly taller
11 building, a building that would rise to a total
12 height of 108 feet, overall height, with a street
13 wall of 89 feet. But, in response to comments
14 that we received from the community during the
15 Euler process we've reduced the proposed height
16 from a total height of 108 feet to 102 feet, and
17 we've reduced the street wall height from 89 feet
18 to 85 feet.

19 So, on and as of right bases,
20 current zoning actually allows the identical
21 building that we are proposing here. It's the
22 same massing and same design would be allowed on
23 as of right bases, but without the actions that
24 we're requesting the building would have to be
25 used for uses that are permitted by the M15A

1 zoning, such as a hotel. The bulk waiver could
2 easily be eliminated by just making one of the
3 floors a double height space.
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5 So, while we could develop as a
6 hotel without the need for approval by the city
7 Council with the exact building that we are
8 proposing, we believe that the residential uses
9 and of the retail uses that we are proposing are
10 far more appropriate for the area because the vast
11 majority of buildings in the area contain those
12 uses.

13 I know there's been a suggestion by
14 some of the community that we develop just on the
15 parking lot site so that we could retain the one
16 story building. First of all I don't think, we
17 has a team don't think that that's necessary
18 because the landmarks preservation commission
19 determined that that one story building was not
20 historically significant, and it did not
21 contribute to the Soho historic district.

22 We actually already have a permit
23 to demolish that building, and in fact when the
24 certificate of appropriateness was being reviewed
25 by the community board, their landmarks committee

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2 also recommended that the one story building be
3 demolished, and their resolution was adopted
4 unanimately by the full board.

5 Building just on the parking lot
6 would require an entirely new certificate of
7 appropriateness and an entirely new special
8 permit, and of those would have to be reviewed
9 consecutively, which would require a minimum of a
10 two-year process. And that's not something that
11 the developer would be willing to do, especially
12 since there's an as of right option of developing
13 the building as it is proposed now, as a hotel.
14 We do however think that the residential that
15 we're proposing and of the retail on the ground in
16 cellar levels is more appropriate than a hotel.

17 So that was the special permit.
18 I'll now explained the second action that's before
19 you and that's the text amendment. In 2003 there
20 was a zoning text amendment to section 74-712 of
21 the zoning resolution that created the opportunity
22 for the development of underutilized sites and
23 Soho.

24 The text amendment basically
25 created the special permit that we are applying

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2 for today. Its goal was to fill in some of the
3 gaps in Soho's streetscape, the missing teeth as
4 they are often referred to, with appropriately
5 asked buildings.

6 The special permit was originally
7 created to facilitate the development of a
8 specific project at 40 Mercer Street at the corner
9 of Grand Street. But since 2003 there have been
10 six other special permits that have been requested
11 and approved, including one directly across the
12 street from our site at 137 Wooster Street.

13 So the special permit text as it's
14 currently written allows for use and bulk
15 modifications to be waived for sites that meet
16 three criteria. One, is that they must be zoned
17 either M15A or M15B. In our case we're zoned
18 M15A. Secondly, they must be located within an
19 historic district or site as within the Soho cast-
20 iron historic district. And of the third
21 criteria, as the text is currently written, is
22 that they must either be vacant or be developed
23 with buildings that occupy no more than 20% of the
24 zoning lots lot area. That 20% limit was written
25 to facilitate the 40 Mercer Street building.

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2 So now on our site, on Wooster
3 Street, the existing building that's there
4 occupies 35% of the zoning lots lot area, and
5 therefore under current zoning, under the current
6 zoning text, it's not possible to apply for this
7 special permit.

8 So, in order to allow us to apply
9 for this special permit, we're requesting a text
10 amendment that would increase the permitted lot
11 coverage from 20% up to 40%. And we believe that
12 this is still very much in keeping with the
13 intention of the special permit, which is to allow
14 for the development of these underutilized sites
15 to basically fill in the missing teeth.

16 The City Planning Commission, in
17 approving this application recently, agreed with
18 this and its report and I'll quote from it, they
19 say: "The vacant lots and under development sites
20 detract from the fabric of the Soho cast-iron and
21 Noho historic districts. The expanded
22 applicability of the zoning text would provide and
23 enhance opportunities to fill in gaps along so
24 Soho's mid-blocks and avenues to reinforce its
25 scale, street wall continuity and predominant

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built out character."

So in order to determine the impact of our proposed zoning text change on sites beyond our site, we looked carefully at all potential development sites in Soho and Noho and we found that in addition to our site, our proposed zoning text change has the potential to affect to other sites in Soho.

On the left here you'll see a map of the Soho historic district. In orange are the sites that have already applied for and received this special permit. In blue are the sites that are eligible for the special permit today under the current text. And on the right side of the map here are two sites that have the potential to be impacted by our proposed zoning text amendment. Those sites today can already apply for the special permit, the only impact of our text amendment is that they would be able to be merged with adjacent one-story buildings.

I know the left, I'm sorry. On the right here you'll see one of the sites. So, site one is located at the corner of Lafayette and Houston Street, it's occupied by a BP gas station

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2 today. So today it could apply for the special
3 permit, but as a result of the text change it
4 could potentially be merged with one or two of
5 these adjacent buildings that can be seen to not
6 contribute to the historic district, that includes
7 an auto mechanic shop, which is vacant today and a
8 one-story restaurant, bar called Puck Fair.

9 The second the site potentially
10 impacted is a parking lot site on the west side of
11 Lafayette between Prince and Spring Street. Again
12 today it could apply for the special permit, but
13 as a result of our proposed text change it could
14 potentially be merged with and adjacent one-story
15 building that's occupied by a carpet cleaning and
16 sales establishment.

17 So to be clear, this text amendment
18 does not create the opportunity for any new as of
19 right to development opportunity. These sites
20 would still be required to obtain a special permit
21 pursuant to section 74-712 which would require
22 full Euler review, and because they're both within
23 the historic district they would also need to
24 obtain a certificate of appropriateness from
25 landmarks in order to demonstrate that any

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2 building constructed on those sites would be in
3 keeping with the scale and the character of the
4 area. So thank you for your time and attention.
5 I'll turn it over now to the architect.

6 MR. GEORGE SCHIEFERDECKER: Thanks.
7 Good morning council members. My name is George
8 Schieferdecker of BKSK Architects, and we are the
9 architects of the building proposed for 150
10 Wooster.

11 We have designed the building to be
12 thoroughly contextural and quietly contemporary,
13 to be respectable of and referential to the
14 historic character of the Soho cast-iron district,
15 but to be simultaneously and very clearly of our
16 time.

17 Obviously Soho is notable for its
18 many cast-iron buildings. It is also distinctive
19 for its many historic masonry buildings. Our
20 buildings aesthetic, is a blending of those two
21 very distinct architectural vocabularies.

22 Cast-iron was a building material
23 that was innovative and cutting edge and it's
24 time, and it produced buildings with unusually
25 slender proportions, large areas of glass and

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unique character.

Our building's façade will be made of a high strength concrete that is similarly innovative and cutting-edge, but for our time. It will have the look and feel of limestone, but will at moments on the façade have the thinnest and attenuated proportions of cast-iron.

I could go on about the design of the building for a very long time, but I understand that's not the subject of today's hearing.

I had wanted to digress into design for a moment to make two points. One is that our buildings designed received unanimous approval and enthusiastic support at the landmarks preservation commission, precisely because it fits so well into the context of the street and the district. And two, that this appropriateness extends beyond its appearance to the consideration of the bulk, the size, the scale and the extent of the building.

Subsequently when we were before the city planning commission, the height of the building was again studied and of the commission, partially in response to community concerns,

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2 requested that it be lowered. That you can see in
3 the drawings with the redline at the very top
4 indicating the height difference between the
5 original proposal and of the current proposal.

6 Additional minor changes were made
7 at the top of the building. Those changes were
8 made and received the unanimous approval of city
9 planning, and again were endorsed by the landmarks
10 preservation commission.

11 On your handout sheets four through
12 seven are about the historic character of the site
13 and they'll be covered by Cas Stachelberg in the
14 next portion of our presentation. I'll go
15 straight to sheets eight and nine.

16 We very deliberately designed our
17 building to be in the middle of the range of
18 building sizes in our area. In designing our
19 building to be contextual we consider the overall
20 height, the street wall height, the number of
21 stories and of the scale of the floors relative to
22 other buildings in the immediate context.

23 It's overall height is 102 feet,
24 which is lower than five other buildings in the
25 immediate vicinity. It street wall height is 85

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2 feet, which is lower than the street wall height
3 of seven buildings within close proximity. The
4 number of stories is seven stories plus a
5 penthouse, where the buildings around us range
6 predominantly from six to eight stories plus
7 penthouse.

8 The scale of our ground floor
9 spaces and the scale of our upper floors are
10 within the range of the heights of the low spaces
11 and those floors in our neighborhood.

12 The drawings on sheets eight and
13 nine show some of our research, and I especially
14 direct your attention to the left-hand board, at
15 the lowered diagram, where you see a composite of
16 the side of the street that our building is on,
17 and the side of the street opposite us, indicating
18 how our building mediates between the two scales.

19 We have described the bulk
20 modification we are seeking as part of this
21 application. It would keep the building street
22 wall no higher than the maximum allowable height
23 of 85 feet, but will allow the street wall to
24 include seven stories. That will result in a
25 significantly more compact volume.

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2 The required setback is 20 feet
3 over a full width of the site of 71 feet, which
4 equates to 1400 square feet of floor area that is
5 kept lower down. What we are trying to avoid, and
6 with the landmarks preservation commission and the
7 city planning commission agreed with, is that a
8 wedding cake type massing is less contextual to
9 the district than a simple mass with a single
10 story penthouse volume.

11 On the right-hand side is an
12 indication of an as of right massing that shows
13 how a wedding cake type massing can have a
14 negative impact on the neighbors to the rear. And
15 on the left-hand side of that same sheet, sheet
16 number 11, you'll see the building across the
17 street which has an as of right street wall at 85
18 feet and six stories, and then puts more of its
19 floor area at the top of the building for a
20 penthouse that extends roughly three stories. The
21 total height of that building is eight feet taller
22 than ours.

23 We have made every effort to keep
24 our bulk and our massing lower down, and in a more
25 compact relationship to itself. Simultaneously we

1
2 have made every effort to keep that single-story
3 penthouse volume as low as possible given the
4 mechanical requirements of the building.

5 To that end we are using machine
6 room less elevators to avoid the additional height
7 of an elevator bulkhead, low-profile AC units to
8 avoid the added height of a cooling tower. No
9 water tower. Only one elevator rising to the top
10 floor and of the lowest possible ceiling heights
11 at the areas of the roof required for the tallest
12 pieces of machinery.

13 Sheet number 10 shows cross-
14 sections of the building at those points and you
15 can hopefully can see the points that I'm
16 describing.

17 The most recent comments of the
18 community members opposed to this development have
19 focused on the text amendment we are requesting
20 and the landmarks commission approval of the
21 demolition of the one-story structure on the site.

22 Both arguments contend that the
23 site would essentially be better off with the one-
24 story building left standing, and a building on
25 the parking lot portion of the site only.

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2 When the landmarks commission
3 approved the demolition of the single-story
4 structure, they made the decision that in addition
5 to its style being of no consequence, the
6 building's size and scale, it's one-storyness, did
7 not contribute to the character of the
8 neighborhood.

9 When the planning commission
10 reviewed our proposal, this alternative was
11 proffered by some neighbors and of the planning
12 commission decided again that the building was of
13 no historical value, and that the much more
14 important urban design goal for the site should be
15 a repair of the urban fabric by the
16 reestablishment of the historic continuity of the
17 street wall.

18 Both commissions decided, in their
19 extensive reviews, that the greater good
20 architecturally, urbanistically and from the point
21 of view of land use and contextual zoning, was a
22 building that went the full width of the site.

23 I wanted to close by saying that we
24 have gone out and the sought the support of other
25 residents of Soho, practitioners who work in Soho

1
2 and in New York at large, as well as architects
3 and individuals who have worked on various
4 commissions for the city in a volunteer capacity
5 and understand the time, effort and complexity of
6 the review process.

7 Their letters were sent to Council
8 Member Chin and Weprin. They include James
9 Pulsheck [phonetic] former Dean of Columbia
10 University's School of Architecture, renowned
11 practitioner and a current member of the public
12 design commission of the city of New York, and
13 Richard Alcot [phonetic] former landmarks
14 preservation commissioner and resident in the
15 building opposite our site, as well as many
16 others.

17 They urged the City Council to
18 respect the decisions made by the Landmarks
19 Preservation Commission, and the City Planning
20 Commission, and endorsed by the borough
21 president's office and not undo their work.

22 The deliberations of these
23 commissions involved laborious staff review,
24 numerous open hearings and consideration of
25 substantial amounts of public comment over a

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period of several years.

They all agreed that the project as proposed was worthy of the approvals required to allow it to proceed. Thank you very much.

CHAIRPERSON WEPRIN: Thank you.

Next.

MR. CAS STACHELBERG: Hi. I'm Cas Stachelberg, Higgins, Quayebarth and Partners, I'm a partner with the firm. We are historic preservation consultants and we've been working with the team on the landmarks and preservation issues related to this project. I'm a graduate of the Columbia's historic preservation program and I'm currently adjunct professor teaching at the program this semester.

We worked with the team in evaluating the history and the significance of that garage site, as well as working with George Schieferdecker of BKSK, and looking at the appropriateness of the new design.

At the start of any project that we work on we consider the historic nature of the site. We look at the historic district designation report that is published by the

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2 landmarks commission, in this instance in 1973
3 when the cast-iron historic - Soho cast-iron
4 historic district was designated.

5 In 1973 the designation reports,
6 which really is this sort of record that
7 preservation has turned to to evaluate what the
8 commission thought of the site. Talks about the
9 heights of the buildings in the district,
10 typically six to 12 feet on Broadway, or its six
11 to 12 stories on Broadway, five to eight stories
12 on the side streets. But it also talks about this
13 sort of significant period of development in Soho,
14 which roughly ranged from about 1860 to 1910.

15 The building on 150 Wooster Street,
16 which has gotten a fair amount of attention, this
17 one-story garage, was constructed in 1939. And
18 the designation report speaks very specifically
19 about the later buildings in the district.

20 It says since 1910, little new
21 construction has taken place within the historic
22 district, and with only a few exceptions, such as
23 the 1920 E bank at 525 Broadway, these buildings
24 are of little interest architecturally.

25 So the commission, in its review in

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2 the 1970s, assessed these low, small-scale
3 buildings constructed late - near the middle of
4 the 20th century, and found that they had little
5 architectural significance.

6 Significantly as well, the building
7 entry, each building within the district has a
8 building entry in the designation report. The
9 information included with 150 Wooster Street, the
10 garage, is identical to the information included
11 with the vacant parking lot right next door. It
12 is a one line entry that says "one-story garage"
13 and at 146 Wooster Street it says "vacant parking
14 lot."

15 The buildings to the north and the
16 south, the historic buildings that remain are
17 given extensive information, the date that they
18 were constructed, the architect, the materials,
19 but for the garage it is a one line entry that is
20 no more information than a parking lot is given in
21 the designation report.

22 And with that we determined, the
23 team and in consultation with landmarks, that this
24 building was not a significant structure, was not
25 a contributing element to the historic district.

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2 On one note I will raise, because
3 it's been discussed in public, is that in 2008 the
4 landmarks commission reviewed an application that
5 was meant to correct some work at the building
6 that was in violation, some coding of the masonry
7 and the storefront infill. In 2008 landmarks
8 issued a permit, a certificate of appropriateness
9 permit, to address those violations. The
10 applicant brought forward a resolution to those
11 issues.

12 And in that permit there was some
13 boilerplate information that said the building
14 contributes to the scale, style, etc.,
15 architectural character of the district. That was
16 in 2008, and I think the context of that language
17 is significant, because it was in the context of a
18 public hearing related to carrying a violation.

19 Subsequently, the team has worked
20 toward a design, obviously George has presented it
21 to you, we've been talking about it, and through
22 the process both the community board and landmarks
23 has reviewed this very carefully.

24 In April, 2011 the team made a
25 presentation to the landmarks committee of

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2 community board two, at which time the committee
3 adopted a resolution recommending the demolition
4 of that one-story structure, and the construction
5 of the eight story building that we're presenting
6 here today.

7 The next months we went to a public
8 hearing at the landmarks preservation commission,
9 and similarly they found that their demolition of
10 that one-story building and the construction of
11 the eight story building was an appropriate change
12 for this site. And so these are the two entities
13 that are really charged with evaluating the
14 relative significance of that one-story garage,
15 and also the appropriateness of the change on this
16 site.

17 And both, community board two and
18 landmarks preservation commission, found that at
19 that time, in the context of this new design, that
20 the demolition of that one-story building was
21 acceptable. That the findings from 2008 where in
22 the context of that application, but in the
23 findings of the application in 2011. That
24 building was not considered to be significant in
25 the context of the proposal for the new

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2 construction and they approved the design that you
3 see here today. Thank you.

4 CHAIRPERSON WEPRIN: Okay. Thank
5 you. We okay with the presentation? Does anyone
6 want to ask a question now? We have a number of
7 people in opposition that want to testify and then
8 some others in favor after that. So Council
9 Member Reyna, ask your question.

10 COUNCIL MEMBER REYNA: Thank you Mr.
11 Chair. I just want to understand, what is your as
12 of right development now? Because I understand
13 your currently zoned a four M1-58?

14 MR. STACHELBERG: Yes that's right.
15 So, the as of right development now is the exact
16 building that we proposed, but with different
17 uses. So only those uses that are permitted on
18 and as of right bases -

19 COUNCIL MEMBER REYNA: [Interposing]
20 Can you just go through them?

21 MR. STACHELBERG: The uses that
22 would be permitted? Well there's a range of uses,
23 but I think the most obvious uses that would be
24 developed on the site would be a hotel use, there
25 could be an auction house like a Sotheby's, or a

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2 Christie's, or it could be a bike repair shop,
3 there could be a, like a Harley Davidson shop, or
4 auto showroom. There are a number of -

5 COUNCIL MEMBER REYNA: [Interposing]
6 It says that in the zoning code?

7 MR. STACHELBERG: Well it says
8 motorcycle sales. It doesn't specifically say
9 Harley Davidson. I think on a as of right bases I
10 think the general expectation is that the site
11 would be developed with a hotel, and that's what
12 has -

13 COUNCIL MEMBER REYNA: [Interposing]
14 Aside from a hotel, auction, bike repair,
15 motorcycle shop, manufacturing, industrial -

16 MR. STACHELBERG: Yeah, there's a
17 very long list of permitted uses which include
18 things like rabbit killing establishments, things
19 that you would never actually build, but I think
20 the ones that are likely would be a hotel in this
21 area.

22 COUNCIL MEMBER REYNA: But as far as
23 economic development is concerned, what you're
24 proposing is to have residential.

25 MR. STACHELBERG: With ground floor

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retail.

COUNCIL MEMBER REYNA: And of the zoning right now, as of right, would not allow you to build the residential?

MR. STACHELBERG: That's correct, yeah.

COUNCIL MEMBER REYNA: So you're seeking to convert the M1 designation to a residential designation.

MR. STACHELBERG: Well it's not exactly doing that. It's waving they use regulations for this site only, to allow for the residential and retail uses, which are not otherwise allowed on a as of right bases at this location by a special permit.

COUNCIL MEMBER REYNA: I'm sorry?

MR. STACHELBERG: It's by a special permit, yes.

COUNCIL MEMBER REYNA: And the - under the manufacturing, there was no interest on behalf of the develop or the community to see what would be economic development opportunities for this site?

MR. STACHELBERG: I'm sorry, can you

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repeat that question?

COUNCIL MEMBER REYNA: Was there any interest by the developer or the community board to develop the site as a economic development site, or?

MR. STACHELBERG: Not that I'm aware of. This site has sat as it is today, which is essentially vacant, it's been a parking lot and this small one-story retail store for decades. So I think absent the special permit that we are requesting I think it may remain that way, or it may be developed with a hotel. Office use is also allowed in this area.

COUNCIL MEMBER REYNA: Correct. So I don't want you to continue to go back to the hotel comment, because there's other uses as well, like manufacturing, commercial, the shops you are mentioning. I'm sorry, I wasn't just understanding why the residential, which clearly just puts more of a burden on what would be an already overcrowded school district I'd imagine.

MR. STACHELBERG: Well, we're talking about a relatively small number of units, we're talking about, I think, and anticipated just

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seven units.

COUNCIL MEMBER REYNA: Sure, no, but I'm looking at the holistic land-use aspect of what the aggregate number of land uses, land use applications and rezoning's that take place in the city of New York. And when you start thinking about all of them, it's grown substantially where this particular district, once was all manufacturing, today is now all residential.

MR. RESTIGARDE: Councilwoman. It's Farsade Restigarde. The contextual use for the area, for the streets, is very much residential on the upper floors and retail on the ground floor. We have looked -

COUNCIL MEMBER REYNA: Are they registered lofts with the loft board, or all condominiums, or?

MR. RESTIGARDE: A variety of those.

COUNCIL MEMBER REYNA: I'm sorry?

MR. RESTIGARDE: A variety of those.

COUNCIL MEMBER REYNA: A variety.

MR. RESTIGARDE: A variety of those, but largely this is a residential neighborhood and street itself. We have looked at multiple

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2 options. The two that we determined would be most
3 appropriate are residential on the upper floors,
4 retail as proposed, and the alternative is a hotel
5 with the same size and mass and the design. So
6 those were the two options that made sense to us.

7 COUNCIL MEMBER REYNA: It makes
8 sense to you to?

9 MR. RESTIGARDE: To the developer.

10 COUNCIL MEMBER REYNA: To the
11 developer to develop residential.

12 MR. RESTIGARDE: Yes, yes.

13 COUNCIL MEMBER REYNA: Because of
14 the conformity of what's happened already.

15 MR. RESTIGARDE: Yes, and in a
16 contextual sense it is, in our opinion, the best
17 option as well, for the neighborhood and for the
18 community.

19 COUNCIL MEMBER REYNA: And the
20 commercial space is going to be divided space, or
21 open space?

22 MR. RESTIGARDE: It's a retail space
23 that is very much consistent with typical retail
24 layouts currently in Soho, and of similar
25 proportions and size, footprint and height.

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2 MR. STACHELBERG: I use a land-use
3 map that I think might be helpful in addressing
4 your question. George is pointing it out our site
5 on Houston Street. In yellow are the sites that
6 contain residential uses today and in right are
7 those commercial buildings. The red hatching over
8 the yellow sites are those sites that are
9 primarily residential with ground floor retail.

10 COUNCIL MEMBER REYNA: And what's
11 the M area?

12 MR. STACHELBERG: The M area is
13 essentially the area that is within -

14 COUNCIL MEMBER REYNA: [Interposing]
15 What color?

16 MR. STACHELBERG: The manufacturing
17 district is not actually shown on this map.

18 COUNCIL MEMBER REYNA: It is. It's
19 right there. Right?

20 MR. STACHELBERG: The M area is
21 primarily, runs from Canal Street on the south,
22 George if you could point that out, Canal Street
23 on the south, up to Houston Street on the north,
24 from Lafayette Street on the east to roughly 6th
25 Avenue, Avenue of the Americas on the west. So

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2 that area's all primarily zoned M15A or M15B.

3 COUNCIL MEMBER REYNA: And all of it
4 has been converted now to residential.

5 MR. STACHELBERG: Well, if you see
6 on this map all of those things that are shown in,
7 all those sites that are shown in yellow already
8 have residential use, so -

9 COUNCIL MEMBER REYNA: [Interposing]
10 There was supposed to be - the special district
11 was supposed to balance their uses once upon a
12 time, it no longer does. So I just wanted to
13 state for the record so that my colleagues can
14 understand what we're doing.

15 Every time we have one of these
16 actions we are just eating away our ability to
17 create - to preserve manufacturing districts.
18 Once we take them away, they're not coming back.
19 It's not like the developers are interested in
20 building manufacturing zoned areas for
21 commercial/industrial uses. And the transform -
22 the transformation and re-adaptive uses of our
23 buildings are no longer for economic development,
24 but rather residential and so we're constricting
25 ourselves, and therefore small businesses are not

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2 able to continue to operate in the city of New
3 York.

4 So I just wanted to - no criticism
5 to your development interest, but I just wanted to
6 make sure that I raised and made that contrast
7 where this once upon a time district was supposed
8 to balance the uses, it no longer does and the
9 successes of what is development is no longer what
10 would be for everyone, but rather for the real
11 estate market and putting further pressure on what
12 would be the small business community. Thank you.

13 CHAIRPERSON WEPRIN: Thank you
14 Council Member Reyna. What we are going to do now
15 is we're going to move to the next panel. So
16 gentlemen we can excuse you, obviously you'll
17 stick around.

18 We have six people who want to
19 testify in opposition to this. I'm going to try
20 to call you all up at once. It's a little
21 complicated. There's five seats here so we'll
22 have to bring one more up. It's unusual, but it
23 will keep it moving better.

24 Gentlemen, if you could try to keep
25 it to two minutes, give or take, if you go on too

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2 long it's going to cause us some problems. So if
3 I can try to keep your limit of testimony, I'll
4 call up Toby Bergman again, Mark, excuse me. Is
5 it Mark? Right? Mark Wigley [phonetic], Sue Kim,
6 Richard Goodowski [phonetic], David Gruber
7 [phonetic] and Andrew Dulchart [phonetic]. Andrew
8 leaves, so you don't need the chair. Sorry, I
9 didn't mean to seem happy about that, I apologize.
10 Just like having everyone having a nice comfy
11 chair.

12 All right. So you guys can choose
13 who goes first, one, twice, three shoot. And then
14 please state your name. We're going to put you on
15 a two-minute clock now. Don't make David go
16 first, he can't do two minutes. Okay, we'll try.

17 MR. DAVID GRUBER: You know my
18 feeling about the two-minute clock against an hour
19 presentation. I am David Gruber. I am Chair of
20 Community Board two, and to thank you all for
21 having this hearing.

22 We wrote a very erudite and
23 thoughtful resolution against this proposal. This
24 developer has two lots that are vacant and there
25 was no - he could build on, there was no

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2 underlying city planning reason to take down and
3 the change the zoning text if he felt he has a
4 hardship, he should go to the board of standards
5 and appeals.

6 But there is no underlying city
7 planning reason to change the zoning and to change
8 the zoning text except for a developer who wants
9 to build a bigger building. So, that is the
10 situation that we are facing here now.

11 They state that there is only two
12 other sites that are affected, actually it's many,
13 many more because if this garage is not reversed
14 by the LPC, and although the applicant says it was
15 all boilerplate, that it was a contributing
16 building, they ruled that way in 2008. Only God
17 knows why they reversed themselves three years
18 later, but I know there's an article 78 pending
19 for them to review that again.

20 And actually if this garage goes
21 down, and coupled with this zoning change, it will
22 affect many, many, many, many sites in Soho and
23 will in fact change the character of the area,
24 because once a garage is allowed to go down and
25 have a 40% coverage, use rather, then 20% coverage

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2 of use, many, many, many sites. So it's a
3 misrepresentation on the part of the developer.

4 This is actually a very significant
5 text change. When it was done years ago we really
6 thought it out. People who worked on this, it was
7 really has to out, thought out and there was a
8 reason it was 20%. It was there, as the other
9 city Council member said, to protect the area.
10 Yes, there is a sense that it's going residential,
11 and we've approved a lot of these 74, 711,
12 residential. There's no reason to change the
13 text. He has two lots to change. And I'm going
14 to end my testimony before the two minutes which
15 will give me credit for the next hearing.

16 CHAIRPERSON WEPRIN: All right. You
17 didn't, but it's good to think that way. We have
18 a school group that just walked in so we want to
19 set a good example for them, that we do things
20 right on time. So we'll go on to the next person,
21 whoever wants to go next.

22 MR. MARK WIGLEY: Thank you
23 Counselor. I'm Mark Wigley, I'm a neighbor, one
24 of the neighbors and I represent my building and
25 some of my colleagues represent the other adjacent

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2 buildings to the side. I'm also the Dean of the
3 graduate school of architecture, planning and
4 preservation of Columbia University, which you may
5 have noticed we have trained almost all of the
6 protagonists in this debate on both sides.

7 But more importantly we take care
8 of the issues that are at stake. I think
9 everything that you heard today and everything
10 that's been elaborated over the last year or so is
11 very easily and profoundly able to be refuted, it
12 would not be a difficult thing to do, but it would
13 take some time.

14 So what I've done is made you an
15 eight page statement which goes through the main
16 points. I would want to add a few more to deal
17 with today, but basically the argument I would
18 make is that this text changed designing code is a
19 very, very significant change and it has to be
20 incredibly good reasons for doing it.

21 I'm not opposed to upscaling, in
22 fact I think upscaling is part of the history of
23 Soho. The question is choose your spots. And
24 this particular zoning change has a series of
25 disastrous consequences on this site. We have a

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2 loss of an incredibly valuable historic building
3 that only lost its protection because of this
4 project.

5 It's important to note: I find it
6 hilarious that the circumstance under which the
7 building was held to be in violation was treated
8 as not a significant egg. Why would it have been
9 in violation if it was not a building that needed
10 to be protected?

11 Also, we have a building that's
12 grossly over scaled, absolutely inconsistent with
13 the neighborhood. I find the silky language being
14 used to describe the quote unquote "reverence"
15 with which this building applies to the scale,
16 tries to cover over the fact that this building is
17 roughly twice the height of the average height in
18 that street. It's by far and away the tallest
19 building. It's as tall as the somewhat
20 controversial buildings that were added on mid-
21 block on Houston Street, which if you will notice
22 on the renderings are treated quite differently.

23 There is a physical endangerment to
24 all of the buildings neighboring, because going
25 below the water table with rubble foundations

1
2 around mean that the foundations will be done. I
3 think the retailers way over scaled. I think we
4 have to respect the lot lined windows, etc.

5 There are a series of curb
6 violations in the current design which just sort
7 of reinforce a general attitude here of the
8 developer, which is to ask the city for an
9 extraordinary permission to create an
10 extraordinary amount of revenue on this site which
11 is simply unnecessary because that's a beautiful
12 site that could have a great building on it.

13 By the way, building a not teeth
14 and the idea that you would try to produce a
15 neighborhood where all the teeth are the same size
16 as an absolute disaster, and I consider the
17 arguments made in front of you today about why
18 that building from the 1930s is not worth saving
19 to be an embarrassment to the historic
20 preservation community.

21 CHAIRPERSON WEPRIN: Okay Mark, cut
22 you off there. Gentlemen, could you put the
23 original charts backup? It just shows the sites,
24 if you don't mind, but one that you had at the
25 very beginning. Okay, that will be helpful. Mr.

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Kim.

MR. SUE KIM: Thank you for your time. My name is Sue Kim and I'm a resident of 135 Greenstreet, one of the neighboring buildings of this project.

I've lived in New York since I was five and I've been the owner and resident of Soho for over a decade. I'm proud to represent the group of neighbors that have come together to fight this text change and the zoning laws.

We know that the city council has the power to grant the change in circumstances where the change would benefit the public good. We who represent collectively more than 50 residents, not to mention with the support of Community Board two, do not see the public good that comes from essentially spot zoning this building that will have a deleterious effect on not only its neighbors, but the entire Soho cast-iron historic district.

And for what purpose? So that we can enrich a developer from Connecticut who previously was the owner of the McLaren USA Stroller Company, which recently filed for

1
2 bankruptcy to protect itself on the liabilities
3 that arose due to its defective design, a design
4 that cut off fingers of babies.

5 So that we can create seven units
6 of over 5000 square feet each, which will have
7 average selling prices of more than \$10 million,
8 whose most likely buyers will be foreigners
9 looking to park money in the U.S. We don't see
10 the public good in any of this. Thank you.

11 CHAIRPERSON WEPRIN: Okay, thank
12 you. All right, yes sir, go ahead.

13 MR. RICHARD GOODOWSKY: My name is
14 Richard Goodowski. I live at 152 Wooster Street.
15 I'm a lawyer practicing in New York for over 15
16 years.

17 CHAIRPERSON WEPRIN: It's right next
18 door Mr. Goodowski, right? That's just to the
19 north.

20 MR. GOODOWSKY: That's correct. I
21 am a fellow of the American College of Trial
22 Lawyers, a fellow of the International Academy of
23 Trial Lawyers and have tried over 200 cases to
24 verdict across the street.

25 I am disturbed by the fact that

1
2 what we've heard is that this would continue what
3 Soho was intended to be, and what I intend to read
4 to you is the statement of Andrew Dulchart who is,
5 and I'll read it carefully, he has prepared this
6 statement in his capacity as the director of the
7 historic preservation program at Columbia
8 University, and is a historian.

9 He speaks to only one issue that's
10 been raised before by many of the speakers and
11 that's 150 Wooster Street, which up until four
12 years ago was designated as a landmarked building
13 and was changed over a year ago with no input from
14 opposition, and apparently no one who went to look
15 at this site and tell you how important it is to
16 the nature of Soho.

17 The building underwent significant
18 change in 1939. There were numerous factors
19 concerning it, it was originally a five story
20 building. The depression caused it to be empty
21 for many years, but its beauty, and its
22 enhancement, and its relevant condition concerning
23 all of Soho should not be changed simply because
24 of a personal financial benefit to a single
25 building with no effect on the rest of the

1
2 community.

3 This handsome little building add
4 to the heterogeneous character of Soho.
5 Contributes to the beauty of Soho's streetscape's
6 and reflects the evolution of the neighborhoods
7 physical fabric. It should be preserved as part
8 of development that would see an appropriate
9 building erected on the neighboring vacant site.
10 Thank you very much.

11 CHAIRPERSON WEPRIN: Thank you Mr.
12 Goodowski. Mr. Bergman. Get to the microphone
13 though, you may want to switch seats. There you
14 go.

15 MR. TOBY BERGMAN: Hi, I'm Toby
16 Bergman, I am once again the Chair of land use
17 committee of Community Board two.

18 For us you know, a mistake was made
19 as far as we're concerned by this developer, by
20 this owner several years ago. They had a simple
21 course in front of them. They had a double wide
22 lot to do a 74-712 application for. One that had
23 a fairly clear path, if you look at the history
24 Community Board two and city planning and this
25 body have approved those 74-712 applications

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almost universally.

That simple path would have given them a very, very valuable residential building, mixed use building on a double lot. At the same time they would have retained, again this garage building we think it's very attractive, we think it's very important, we think land marks commission thought it was very important five years ago, but we also know that it's a valuable building. It can bring a valuable return to its owner. It is in Soho, it's a great place for retail and it isn't as of right retail structure.

It can continue in its current form and bring in a good income. The double wide lot can be developed as a mixed used for residential and commercial building. Community Board two, I think, would surely support that, and that is the correct course that this own initiative taken.

Instead they took a course to actually try to change the zoning regulation. It had a lot of consequences, which I think were negative and I want to point out just one of them which is the owners - the people who live in 152 have lot line windows. Now those lot line windows

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2 are not normally protected. However, when they
3 built their apartments they had very good reason
4 to expect they would be protected, both by the
5 zoning code as it currently exists and by the
6 landmarks - by the existence of this building.
7 There was every reason to think that that status
8 was going to stay and they'd be able to use those
9 windows forever.

10 CHAIRPERSON WEPRIN: All right,
11 Mister Bergman we forgot to put you on the clock
12 so thank you for ending there. All right, I'm
13 going to ask Counsel Member Chin who represents -

14 MR. TOBY BERGMAN: Two more minutes
15 actually.

16 CHAIRPERSON WEPRIN: We're going to
17 ask Counsel Member Chin, she has a question for
18 some of you at least.

19 COUNCIL MEMBER CHIN: I think that -
20 I just want you to, I'm a Community Board two
21 member, clear up or give a little history of what
22 happened to the Community Board. Because the
23 developers coming and telling us well, Community
24 Board supported it, you know, supported the land
25 lock decision. So if you can clarify that in

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terms of what happened?

MR. BERGMAN: I think it's important to put that in context. Community Board two, as are community boards, are composed of the volunteers. We don't have large staffs to go out and review the history ended the details of every site. We do the best we can. I don't think we did -

CHAIRPERSON WEPRIN: You write erudite reports I understand.

MR. BERGMAN: Excuse me? I don't think we did the greatest job on this, however, the presentation that was given to our committee did not allow us to do a good job on it.

It really failed in three regards. One is we were never told that the landmarks commission had five years ago actually complimented that small garage building and thought very highly of it.

The second thing is that we weren't told at the time that this project was going to require a text amendment. Now, you could say we should have realized at that, but landmarks committee, as I said, is volunteers. Sometimes we

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2 have eight or nine items on the agenda, we've got
3 an hour and a half or two to consider those items,
4 we don't always know all the details of every
5 site.

6 And the third thing is that the -
7 if you look at these drawings now, and some of
8 them I believe essay on them that they were the
9 presentation to the landmarks commission, you can
10 see from the street, you can see the very large
11 penthouse structure that's on top of the new
12 building. That was not visible in the initial
13 drawings that were brought to us. It was also not
14 visible in the drawing that was brought to the
15 landmarks commission.

16 At that time on the original
17 drawing that came to us and came to the landmarks
18 commission, there was a very small structure that
19 was visible from the street, and when they were
20 asked what that was, it was a explained it was a
21 bulkhead structure.

22 So this very visible penthouse,
23 modern looking and structure on the roof, which
24 you can't see on any of these drawings, is visible
25 from the street. I think if our committee had

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seen that they would have responded differently.

CHAIRPERSON WEPRIN: Let me jump in on that. I'm sorry Margaret. So, I mean you think that would've changed whether you thought that other building was significant? What they were putting in in its place? Weren't you just ruling on whether the landmarks commission had a right to raise the one-story building?

MR. BERGMAN: No, we were ruling on them together. We were ruling both on whether they could raise the landmark, the existing one-story building, and whether this building, the new replacement building for it, was appropriate.

CHAIRPERSON WEPRIN: Let me add one other thing. You heard what they said about the 2008 historically significant, contributing to the neighborhood, that they claimed having to do with the buildings application, that they thought it might just be a Pro former thing that went out as. Can you comment on that? I know you're not an expert, but you're pretty much an expert as far as I know.

MR. BERGMAN: Well, I unfortunately don't have it in front of me. I meant to bring it

1
2 and I didn't, but if you read the language it's
3 very complementary language towards that building.
4 It's not -

5 CHAIRPERSON WEPRIN: [Interposing] I
6 saw the language. It wasn't, basically it was
7 pretty - it does contribute to the neighborhood, I
8 don't think it was very complementary. I don't
9 have it with me now either.

10 MR. BERGMAN: Well, they didn't
11 gush. I mean we do have other people who gush
12 about it, but they didn't gush about it. But it
13 does identify it as a contributing building.

14 I think that there's an important
15 point as well about Soho, which I think that most
16 people recognize and Soho, is that while we think
17 of it as these continuous typical street walls,
18 cast-iron street walls, it's not just that. And
19 in fact the broken teeth play an important role
20 both in the appearance of the streets and in terms
21 of the, these are no longer industrial buildings
22 and people live back there, so allowing a certain
23 amount of light in their is in fact good for the
24 residents who live there and not something we want
25 to eliminate throughout Soho.

1
2 So one of our concerns is that if
3 you start treating every one of the landmark
4 garages as insignificant - - decide to take them
5 all down.

6 MR. GRUBER: Just make a quick
7 point.

8 CHAIRPERSON WEPRIN: Just very
9 briefly.

10 MR. GRUBER: Andrew Dulchart's
11 analysis points out that there are no cast-iron
12 buildings on that block. So this entire rhetoric
13 of reverence for cast-iron -

14 CHAIRPERSON WEPRIN: You have to
15 speak slower. Your Brooklyn accent makes it
16 sometimes a little difficult to understand when
17 you speak.

18 MR. GRUBER: So just to say that, I
19 mean I turned to Andrew Dulchart to know whether I
20 was right in thinking this building shouldn't come
21 down. And he's the authority. He only recently
22 discovered in his analysis that there are no cast-
23 iron buildings on that block. So all of this
24 discussion of cast-iron and the need to do a
25 building on this cast-iron is much more Walt

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2 Disney then preservation, and the history of that
3 neighborhood has been exactly a history of broken
4 teeth.

5 I am for putting something on the
6 car park though. It's the difference between
7 broken teeth and no teeth.

8 CHAIRPERSON WEPRIN: But there is a
9 lot of cast-iron. I mean they had a whole
10 examples here of cast-iron buildings all over
11 Soho.

12 MR. GRUBER: All around Soho, but
13 surely we don't think that the future of Soho
14 should be a single homogenous building type.
15 That's not history, that's something else.

16 CHAIRPERSON WEPRIN: Do you want to
17 add something else.

18 COUNCIL MEMBER REYNA: Well, just
19 mainly that we've met with the community board,
20 the community resident we also met with
21 developers, so I just, I guess before we make a
22 final decision I just urge you to continue to
23 talk, because I think there is more information on
24 both sides so hopefully -

25 MR. GOODOWSKI: I think the land

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2 marking issue Council Member, was confused, and
3 yes they had an opportunity eight years ago that
4 it was not contributing, and they said it was
5 contributing in fact. What Toby said was true;
6 sometimes things slip through a crack. And this
7 one was a mistake. If we had more time to
8 deliberate, and we had a history of landmarks
9 having said it was contributing eight years ago,
10 and there was better graphics, I think we would
11 have in fact decided differently.

12 CHAIRPERSON WEPRIN: Okay, thank you
13 very much. We do have another panel in favor, so
14 I'm going to move on. Thank you guys. Thank you
15 very much for your testimony. I am now going to
16 call up a panel in favor of this project, and then
17 we will not be voting on this today, but when we
18 do close the hearing will have a few days to talk
19 about it and discuss it. And I know I have a
20 number of people here from Cornell that I will get
21 to as soon as we can.

22 So now, last panel in favor of this
23 one is in favor is Stephen Tarter [phonetic],
24 Douglas McKeon [phonetic], Harry Kendall, Richard
25 Washgould [phonetic] and Stephen, what is it

1
2 Byrnes? Okay. Gentlemen, remember we're going to
3 keep you to try to give you two minutes. If you
4 can please do that, that really does help us a
5 lot. Whenever you're ready. Whoever wants to go
6 first please state your name.

7 MR. STEVEN TARTER: Stephen Tarter,
8 I'm a real estate broker with the firm of Tarter,
9 Stats, O'Toole. I've been a real estate broker
10 specializing in Soho retail for over 30 years.

11 I've consulted with the owner on
12 and off for over 20 years as he considered what to
13 do with this project. Clearly we're much further
14 along than we were 20 years ago.

15 From a straw broker's point of view
16 I would like to see an architecturally significant
17 buildings put up at 150 Worcester that will
18 eliminate the double blight of the ugly - it's an
19 ugly one-story building that - I mean there's no
20 avoiding it. It's an ugly little building and the
21 parking lot.

22 These buildings were - the beauty
23 of the cast-iron district is that the buildings
24 are just so exciting. It's one of the few areas
25 of the city that has architectural significance

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2 block after block, building after building, and
3 the combination of the new buildings that have
4 been allowed, that are so complementary and
5 they're different and their complementary, and of
6 the new and old together creates a vibrancy, and
7 you can see tourists walking around, they're just
8 bent over looking at these buildings which were
9 never designed to be seen from the side.

10 You can see the ghost of the old
11 buildings that were frequently torn down during
12 the depression to create a one-story tax payer
13 because that's all they could afford. But, the
14 sides of these buildings are brick, there hundred
15 coats of paint on them, they again were never
16 designed to be seen from the street.

17 What's beautiful about Soho is the
18 façades that complement each other. There's an
19 exact precedent that's been mentioned which is
20 across the street a few doors down at 137, 139.
21 That was a parking lot that one from Worcester to
22 West Broadway in a sort of a eight shape.

23 And today there is a beautiful 50
24 foot wide façade, six or eight stories high with
25 retail on the bottom. It creates a vibrancy on

1
2 the street level that's so different, where there
3 are these big empty lots. The traffic flow is
4 totally different, the number of people on the
5 block who are taking walking tours of the
6 architectural sites, so different.

7 The new construction that's been
8 carefully vetted by the landmarks has created this
9 beautiful interplay between the old and the new.

10 CHAIRPERSON WEPRIN: All right. I'm
11 going to have to cut you off there. Just for the
12 record ugly and historic art necessarily mutually
13 exclusive.

14 MR. TARTER: Totally personal.

15 CHAIRPERSON WEPRIN: All right, who
16 wants to go next?

17 MR. STEPHEN BYRNES: My name is
18 Stephen Byrnes, I'm here to testify on behalf of
19 myself as well as my colleague and business
20 partner Harry Kendall who had a scheduling
21 conflict.

22 Each of us architects who have
23 devoted significant portions of our careers to
24 preservation issues. On my part this has included
25 six recent years as a landmarks preservation

1
2 commissioner. And on Harry's part more than two
3 decades as an adjunct professor in Columbia
4 University's Department of historic preservation.

5 We are both founding partners of
6 BKSK Architects. The authors of the new building
7 proposed for 150 Worcester Street, one of more
8 than a dozen new buildings we have designed for
9 lower Manhattan.

10 Additionally, we are graduates of
11 Columbia's graduate school of architecture
12 planning and preservation, and we credit this
13 city's urban fabric as among our greatest mentors.

14 Specifically we feel strongly that
15 the existing 1929 garage, now showroom building on
16 the site, is clearly not a contributing structure.
17 Its retention neither honors the Soho cast-iron
18 historic districts period of significance, nor
19 reinforces any meaningful street pattern that
20 characterizes these protected blocks.

21 Conversely, the proposed mixed use
22 the building has been composed with a goal of
23 honoring the districts essence, and was seen by
24 the LPC as highly successful in that regard.

25 The new buildings integrity and its

1
2 ability to restore a valuable sense of unbroken
3 urban fabric to Worcester Street will be greatly
4 diminished by burdening the site with constraints
5 that the city planning commission agreed were
6 without merit in this context.

7 We urge you to heed the conclusions
8 reached in the course of these two agencies
9 lengthy and detailed public hearing processes, and
10 approve the project as conceived.

11 CHAIRPERSON WEPRIN: Boy, very
12 impressive. Thank you. Next.

13 MR. RICHARD GOULD: My name is
14 Richard Gould, I am writing to express my
15 wholehearted support of the Worcester Street
16 project proposed by BKSK Architects LLC.

17 I have lived across the street from
18 the project since 1976, and have welcomed the
19 gradual development of the remaining sites in
20 Soho, vacant sites in Soho.

21 There are architectural and
22 aesthetic reasons for my supporting this proposal,
23 not the least of which is that the new building
24 will desirably complete the street wall loss when
25 the previous buildings occupying the site were

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demolished.

But just as importantly, the new building is desirable because the existing parking lot and great expanses of exposed lot lined walls are open invitations to all sorts of dysfunctional and occasionally illegal behavior.

From early spring to late fall the parking lot serves as a urinal and a playground for frequent late night and early morning partiers. The brick walls invited graffiti artists to sport their latest tags. When finished with their work they cross the street and tag our building to, or rather maybe they practice on our building first.

Our graffiti removal cost very between 5,000 and 7,500 dollars every year. In the 1980s the parking lot was used as a drug hook up rendezvous. Today the site turns night into day with multitude of floodlights whose intensity, which people now call light pollution, is in perfectly designed to keep the urine eaters, the noisy partiers and of the graffiti artists away.

But lights are not the answer. The real solution to all these persistent problems is

1
2 the proposed building. Completed street walls
3 historically encourage polite behavior, in part
4 because the buildings use and users add more eyes
5 to the street, and eyes are the best anecdote to
6 the antisocial behavior that plagues the current
7 condition.

8 The relatively new 2008 Enfield
9 building, immediately to the south of my co-op at
10 137, has accomplished this very effect by
11 replacing another parking lot. One more sentence.
12 In closing, I hope the Council will carefully
13 examine the issue that is obviously motivating
14 those who are objecting to this project. Flat
15 lined windows.

16 CHAIRPERSON WEPRIN: Okay.

17 MR. DOUGLAS MCKEEN: Hi. I'm
18 Douglas McKeen founder of Design Constructs, an
19 architectural consulting firm. My New York City
20 projects include historic buildings citywide
21 including Grand Central Terminal, historic purée,
22 the southern tip of Manhattan, the Cooper Hewitt
23 National Design Museum in the former Carnegie
24 mansion.

25 I'm here in support of the new,

1
2 contextually designed building over the entire
3 site, specifically including the demolition of the
4 existing insignificant one-story building.

5 I'm concerned that saving the one-
6 story building is being used as a way to protect
7 the lot lined windows of the existing, or the
8 adjacent residential building.

9 Left in place, the development of
10 the adjacent parcel, the existing one-story
11 building would make the existing missing tooth
12 syndrome worse by creating a gap toothed luck,
13 which while perhaps intriguing on some actors or
14 actresses, or worse a broken tooth look being only
15 a one-story building would not be appealing in
16 this historic district, and in the Worcester
17 Street streetscape.

18 Having designed in addition to the
19 building on Fifth Avenue which required blocking
20 up of lot lined windows with views of Central
21 Park, I'm concerned that this issue of the one-
22 story building is being misused in an attempt to
23 block a significant improvement to the existing
24 streetscape and save in insignificant building.

25 CHAIRPERSON WEPRIN: Thank you. One

1
2 quick question gentlemen. You all seem very - to
3 like the idea of the way this building looks, how
4 it will change the way it looks compared to the
5 way it is now. Does it change any of your opinion
6 if it was a hotel instead of a residential
7 development if it looked the same? Haven't
8 thought about that huh?

9 MR. MCKEEN: I think - well, the
10 fact that it would look the same as the reason why
11 it should be permitted to be used for the retail
12 and residential use. It's not like it would be -
13 you would design something different if you were
14 designing and manufacturing building for instance,
15 but because it doesn't look any different than the
16 hotel I don't know why there would be an objection
17 to 5000 square foot units.

18 CHAIRPERSON WEPRIN: Okay. Anybody
19 have any questions for these gentlemen? Thank you
20 very much. Anyone else here to testify on Wooster
21 Street? No, okay, say none. We're going to close
22 this hearing, right? We're going to close this
23 hearing. We have some work to do and over the
24 next few days we're going to do it and that
25 particular item.

1
2 And now we're going to move up to
3 the Cornell application. Let me just regroup
4 here. Thank you. Okay. So here's, this is the
5 Cornell New York City Tech campus application.
6 Its land use number 796 through 799 inclusive.
7 You have a list of who's testifying? Okay. All
8 right.

9 So, the three of you are going to
10 be the lead on this application? Okay. So,
11 President Pinsky [phonetic], how are you? Why
12 don't you each say your name. The Cornell team
13 who is here as well, how many are they? And
14 that's going to be separate and apart from this
15 panel here?

16 MALE VOICE: Yes.

17 CHAIRPERSON WEPRIN: Okay. All
18 right, if we just as quickly as possible, and then
19 we want to get to the Cornell team as well, and
20 then we have a lot of people left to testify.
21 Okay, President Pinsky please introduce yourselves
22 as you speak, and start when you are ready.

23 MR. EUGENE LEE: Actually, if you
24 don't mind, I'm going to start this morning. Good
25 morning distinguished members of the City Council,

1
2 and to thank you for the opportunity to appear
3 before you today. My name is Eugene Lee and I'm a
4 senior policy advisor to Deputy Mayor for economic
5 development at Robert Steel. I'm pleased to be
6 joined by Seth Pinsky, president of the NYCEDC.

7 On behalf of the Bloomberg
8 administration we are pleased to be here to
9 discuss the Cornell NYC Tech campus on Roosevelt
10 Island, one of our most significant and impactful
11 economic development initiatives.

12 I'd like to provide a quick
13 overview and discuss how Cornell NYC Tech fits
14 within applied sciences, and Mayor Bloomberg's
15 broader economic development agenda.

16 As you know it's been a top
17 priority of the Bloomberg administration to
18 diversify the city's economy in position it for
19 continued future leadership. As STEM fields
20 become more prominent there is an increasing
21 shortage of individuals with the skills sought by
22 companies in all sectors, whether you're a media
23 startup looking for programmers to build the
24 latest app., or an established company looking for
25 data scientists analyzing, understanding customer

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2 behavior. There is far more demand for these
3 workers than there's supply.

4 Applied sciences NYC addresses this
5 mismatch by building upon the strength of our
6 technology ecosystem to attract even more of the
7 best and brightest individuals from around the
8 world to New York City.

9 By creating a new world-renowned
10 applied sciences campus in accelerating the
11 expansion of our existing institutions, we will
12 alter the city's economic trajectory to become a
13 leading center for attack and innovation in the
14 decades to come.

15 Cornell NYC Tech will dramatically
16 increase the number of engineering graduate
17 students and faculty creating a more robust talent
18 pipeline that growing companies desperately need.
19 It will generate billions in overall economic
20 activity over the next three decades, as well as
21 meaningful tax revenues to the city.

22 The campus will create thousands of
23 construction and permanent jobs, and facilitate
24 the creation of hundreds of startups. The
25 business community, particularly the tech sector,

1 has embraced Cornell NYC Tech enthusiastically.

2
3 Google generously donated thousands
4 of square feet and its Chelsea offices for Cornell
5 to build and launch immediately as the Roosevelt
6 Island campus is being constructed.

7 This past January a cohort of
8 students enrolled in the beta class to pursue a
9 Masters of computer science. Additional degree
10 programs are planned in fields such as electrical
11 engineering and information science, as well as a
12 tech oriented MBA. These programs will have an
13 entrepreneurial focus and will encourage linkages
14 with local businesses and community partners.

15 From the outset, our intention was
16 always for the selected University to become an
17 integral part of the city. Throughout this
18 process Cornell has demonstrated their commitment
19 to this ideal through vigorous engagement with
20 residents, businesses, civic and elected leaders
21 to discuss their plans and understand and address
22 any concerns.

23 While they will discuss specific
24 measures in greater detail, Cornell has made clear
25 they'll seek to minimize disruptions to residents.

1
2 They've also committed to provide certain services
3 and infrastructure improvements such as publicly
4 accessible open space and rebuilding the loop
5 road.

6 After the campus is built, Cornell
7 plans to remain actively engaged. Naming a
8 liaison to work with the community and providing
9 space for Roosevelt Island groups and
10 organizations to meet.

11 They're off to a fast start on
12 their commitment to create educational enhancement
13 opportunities for students and teachers, agreeing
14 to work with several city schools this year.

15 This complements another Bloomberg
16 administration priority of significantly
17 increasing computer science education
18 opportunities for New York City students. While
19 applied sciences focuses on the graduate school
20 level, we believe it's critically important to
21 encourage younger students to pursue studies that
22 will equip them for the jobs of the future.

23 This past fall, in close
24 partnership with the private sector, the city
25 launched the first academy for software

1
2 engineering; a high school focused on computer
3 science and will open a second location in the
4 Bronx this fall.

5 In addition, the DOE software
6 engineering pilot will establish curriculums and
7 10 middle and 10 high schools in all five
8 boroughs, reaching thousands of students.

9 While graduates of Cornell NYC Tech
10 will be immediately valuable for companies looking
11 to hire and grow, these middle and high school
12 students are also an essential part of our
13 strategy to strengthen and solidify New York
14 City's long-term economic prospects.

15 In what remains a challenging
16 economic climate for many, we take very seriously
17 the charge to maximize returns to the city
18 whenever deploying precious taxpayer resources.
19 This project is a great demonstration of getting
20 bang for our buck, and a Cornell NYC Tech has
21 already, and will continue, to generate
22 considerable private and philanthropic support.

23 While much remains to be done on a
24 project of this scale, Cornell and the tech neon
25 have made enormous strides and we are pleased that

1
2 the city's seed investment has already generated
3 substantial returns.

4 A bold program like Cornell NYC
5 tech can only succeed with the broad support of
6 the city's academic, business, civic and
7 government leaders. We understand that many of
8 you have been personally encouraging and involved,
9 and we sincerely appreciate your support.

10 The mayor's initiative was created
11 with the long-term future of New York City in
12 mind, and its impact will be felt for generations.
13 With new students and faculty already in New York
14 City, and a major construction project about to
15 begin, the near-term benefits of Cornell NYC Tech
16 are apparent and will be considerable.

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

20 CHAIRPERSON WEPRIN: Thank you.
21 President Pinsky.

22 MR. SETH PINSKY: Thank you very
23 much Chairman Weprin and members of the
24 Subcommittee on Zoning and Franchise. I'm Seth
25 Pinsky, President of the New York City Economic

1
2 Development Corporation. I'm joined here by Zach
3 Smith, EDC's chief operating officer. I'm pleased
4 to speak with you today about the Cornell NYC Tech
5 campus on Roosevelt Island.

6 This historic project is one piece
7 of the Bloomberg administration's broader efforts
8 to promote science and engineering in New York
9 City, and we believe that this campus will have a
10 transformative impact on the city. After my
11 presentation, I will of course be happy to answer
12 questions.

13 Applied sciences NYC was initiated
14 in response to the economic downturn of 2008, as
15 Mayor Bloomberg sought to identify a bold
16 initiative that would have a major impact in
17 economic growth.

18 The initiative was developed after
19 hundreds of conversations that the administration
20 held with academic, business and community leaders
21 during which we heard a consistent message.
22 Around the globe nearly all major centers of
23 innovation have at their core a critical mass of
24 applied sciences research and development and the
25 talent creation.

1
2 The wave of excellent institutions
3 of higher learning in New York City, in fact some
4 of the best in the world, given the size of our
5 economy with a gross metropolitan product that is
6 larger than Mexico's gross domestic product, and
7 given the size of our ambition to be not just a
8 leader, but the leader in the innovation economy
9 of the 21st century. We simply did not have enough
10 of it.

11 Responding to this, we launched the
12 applied sciences NYC competition in December 2010.
13 The competition made a proposal to universities
14 both inside and outside of New York City. If a
15 university or willing to make a significant
16 incremental investment that would materially
17 increase engineering activity here, we would
18 provide land if needed, and monetary contribution
19 and technical assistance.

20 Responses to this competition
21 exceeded our expectation, both in terms of quality
22 and quantity. In fact, in the competition's final
23 round we received proposals from 17 leading
24 institutions from countries around the world.

25 In December 2011, Mayor Bloomberg

1
2 was able to announce the first winner of our
3 competition, the historic partnership between
4 Cornell University and the tech neon Israel
5 Institute of technology. The partnership
6 submitted a proposal that was both ambitious in
7 scale and aggressive and timing, and brought with
8 it a pledge of some \$350 million in private
9 philanthropy.

10 As you know, at full build out, the
11 Cornell tech neon campus on Roosevelt Island will
12 total 2,000,000 square feet and will leverage a
13 direct investment of \$2 billion from the
14 universities. The partnership's plans also call
15 for a \$150 million investment fund targeting New
16 York City-based startups, as well as educational
17 programming that will reach 10,000 public school
18 students per year.

19 To help get this partnership off
20 the ground, just last week Mayor Bloomberg
21 announced a naming gift from Doctor Erwin and Joan
22 Jacobs to found the Jacobs Tech Neon Cornell
23 Innovation Institute, a critical piece of the
24 Roosevelt Island plan.

25 As you heard from Mr. Lee the

1
2 Cornell NYC Tech campus alone will have a dramatic
3 impact on our city's economy, but this campus is
4 only one piece of our broader efforts to cultivate
5 science and engineering in the city.

6 For example, in 2012 your Bloomberg
7 announced two additional winners of our applied
8 sciences competition. The first is a consortium
9 led by New York University and NYU Poly that also
10 includes CUNY and Carnegie Mellon University among
11 other schools, as well as corporate partners such
12 as IBM and Cisco.

13 The project being launched by this
14 consortium, the Center for urban science and
15 progress or cusp [phonetic], opened in its
16 temporary home in downtown Brooklyn earlier this
17 month, with its permanent home to be completed in
18 2017.

19 The third winner of our competition
20 is Columbia University's engineering school, which
21 is creating a new Institute for data sciences and
22 engineering in connection with which the school
23 has pledged to increase its engineering faculty by
24 some 50%.

25 Beyond the solving some of the

1
2 great challenges of the 21st century, these three
3 applied sciences projects will together cement New
4 York City status as a leader in innovation and
5 help to secure New York City's economic future.

6 Not only do these projects
7 represent billions of dollars in new direct
8 investment, we also project that they will create
9 more than 48,000 permanent and construction jobs
10 over the next three decades. Over the same period
11 we anticipate that they will spin out nearly a
12 1000 companies creating thousands of indirect
13 jobs.

14 Perhaps most importantly, the
15 campuses together will, at full build out
16 collectively, more than double the existing number
17 of full-time graduate engineering students in New
18 York City. In sum, these campuses will help to
19 sustain industries in which we have traditionally
20 been strong, and to spur growth in new industries
21 with great promise in the 21st century.

22 As you can see applied sciences NYC
23 is a far-reaching effort that we believe will
24 strengthen our economy for years to come. For us
25 to be successful in our goal of turning New York

1
2 into the capital of innovation in the 21st century
3 though, we know that top quality research and
4 training at the highest level is a necessary
5 ingredient, but alone is not sufficient.

6 That's why the administration
7 strategy consists of a wide range of additional
8 elements. For example, partnering with CUNY, New
9 York City College of technology and IBM, in 2011
10 the administration through the Department of
11 Education launched a new computer science focused
12 high school, Pathways and Technology Early College
13 High School, or Ptech, located in Crown Heights
14 Brooklyn.

15 Earlier this year the school was
16 heralded by President Obama in the State of the
17 Union Address as a model for innovative technology
18 based solutions. The school runs through the 12th
19 grade and provides students with the opportunity
20 to receive an Associates degree as well. Meaning
21 that students will graduate not only with a strong
22 background in computer science, but also with the
23 training to begin working at IBM and other
24 technology companies right here in New York.

25 Meanwhile, a second new public

1
2 school with a computer science focus, The Academy
3 for Software Engineering, opened near Union Square
4 last year, and you've heard about that from Mister
5 Lee.

6 And yet another example of our
7 commitment to bringing the benefits of the
8 innovation economy to the broadest possible
9 population, last summer we launched NYC Generation
10 Tech, a technology entrepreneurship program for
11 promising New York City high school students. The
12 program, which focuses on those from disadvantaged
13 backgrounds who are interested in pursuing careers
14 in computers and technology, includes a summer
15 boot camp and a successful mentoring program. Our
16 plan is to run the program again this coming
17 summer.

18 Mayor Bloomberg recently launched
19 yet another science related program, the so-called
20 link initiatives. These initiatives include pilot
21 training programs providing New Yorkers who lack
22 advanced training with the skills they need to
23 obtain jobs in sectors critical to the 21st century
24 economy like healthcare and technology.

25 Through initiatives like these

1
2 where taking action right now to nurture the
3 talent of promising technologists at many
4 different ages to ensure that they have the skills
5 necessary to work at and create companies right
6 here in New York City.

7 With the continued support of the
8 City Council, we at EDC and the Bloomberg
9 administration are confident that the Cornell NYC
10 Tech campus, the applied sciences NYC initiative
11 more broadly, and the many other initiatives to
12 expand opportunities in the innovation economy
13 launched under Mayor Bloomberg, will help us to
14 achieve our goal of making New York the worlds hub
15 of innovation, propelling us to success in the
16 years ahead.

17 In our increasingly competitive
18 global economy achieving this goal is no longer
19 just a luxury, but is an imperative upon which our
20 economic future literally depends. I would be
21 happy to answer your questions.

22 CHAIRPERSON WEPRIN: Thank you Mr.
23 Pinske. I know Council Member Lappin had a
24 question for you.

25 COUNCIL MEMBER LAPPIN: Good

1
2 afternoon. It's nice to see you here and I
3 understand this has been a project that you have
4 been very proud of as you should be, it's
5 something you've been working on for a long time
6 and was a great idea. So now we're just in the
7 details of finalizing this portion of your idea.
8 I have a number of questions that I'm going to
9 keep for Cornell, but I have a number of questions
10 for you and I'm just going to dive right in
11 because I know time is of the essence.

12 So one, and this was in Mr. Lee's
13 testimony, where you mentioned that the Cornell
14 campus, Cornell alliance is already off to a fast
15 start on their commitment to create education
16 enhancement programs for 10,000 students and 200
17 teachers. I wanted to ask how that is being
18 implemented.

19 MR. LEE: So, the programs that
20 they've already agreed to and they can speak to in
21 some more detail, involved them linking up with
22 local city schools, and so I think there are a
23 number of them that they've already been in
24 discussions with on formalizing some partnership.
25 And so whether that's Cornell faculty and staff

1
2 working with the schools, and I think they're not
3 just on Roosevelt Island, I believe there is one
4 on Roosevelt but the other three are in other
5 parts of the city focused on technology education.

6 COUNCIL MEMBER LAPPIN: I certainly
7 will and I've been talking with them specifically
8 about the school on the island, but they have
9 never, at least to my recollection, given me the
10 number of 10,000 students and 200 teachers,
11 although I could be wrong about that, I know
12 they're working with girls that code this summer,
13 although I think that was already underway, there
14 participating in a coalition so I wouldn't say
15 that they're responsible for that. I just wanted
16 before I ask them, and I will, I just wanted to
17 know what you're talking about.

18 MR. LEE: Sure. So the 10,000
19 students and the 200 teachers, that was something
20 that was agreed to during the selection process
21 and something that Cornell's committed to doing.
22 Obviously they're ramping up and don't have
23 necessarily the staff or faculty to be able to do
24 that right now, but that is a commitment that send
25 their agreement with the city.

1
2 MR. PINSKY: Yeah, and the
3 expectation is that as the school grows they will
4 approach that 10,000 student level, and they've
5 been working with DOE to put pilot programs into
6 place at the same time they're creating their beta
7 class in West Chelsea. And as they're hiring
8 faculty, as they're hiring staff they'll then
9 increase the size of those initiatives.

10 COUNCIL MEMBER LAPPIN: I'm not sure
11 we're there yet on that so we can discuss that a
12 little bit more, but I think that's still sort of
13 in formulation, and you're thinking by 2037
14 they'll have a program in place for 10,000
15 students. What exactly did they commit to? I
16 understand they're not on Roosevelt Island yet,
17 they're still staffing up, I wouldn't expect this
18 to be in place, I'm not very clear on that, next
19 year or even necessarily the hereafter, but just
20 so I know, what you think the agreement was.

21 MR. PINSKY: I can confirm the exact
22 date by which they are required to do it, but it's
23 certainly not 2037, it's once the campus is open
24 and operational on Roosevelt Island, they're
25 expected to have these programs in place. And

1
2 again they are working with DOE to make sure that
3 these programs don't just meet Cornell's needs and
4 Tech Neon's needs, but also the needs of the
5 Department of Education itself. And so they're
6 looking at a whole host of opportunities, things
7 like competitions, science fairs, on-campus
8 activities, mentoring, internships, etc.

9 COUNCIL MEMBER LAPPIN: Okay, and I
10 know that this is very much part of Cornell's
11 mission, and do something that they are focused
12 on, I'm just not sure we have the mechanism in
13 place yet to get there, so that's something we're
14 going to have to keep talking about.

15 I wanted to ask you about security.
16 This is something that has obviously come up again
17 and again, mostly in part because of the
18 partnership between Cornell and Tech Neon and I
19 don't - I know there are at least a half a dozen
20 temples in my district I could name off the top of
21 my head that have a police car stationed in front
22 24/7, and I'm not sort of getting a straight
23 answer on exactly what the administration thinks
24 will be the plan in place for security and who
25 will be responsible for that.

1
2 And I say that because in our
3 conversations with the police department, at least
4 last we were told, that basically the PD just
5 constantly reevaluates how they deplore resources
6 and had referred Cornell to a document online. So
7 what's your understanding of the police
8 department's commitment to do security and anti-
9 terrorism work around this site?

10 MR. PINSKY: This will be a private
11 institution, and obviously the first line of
12 defense will be theirs, but the Police Department
13 does in fact evaluate potential targets. It's not
14 clear at this point that this necessarily will be
15 a target, but it's something that the police
16 department will look at, like they look at Israeli
17 affiliated institutions all over the city and will
18 make the appropriate determinations based on the
19 best available intelligence and information once
20 the campus is actually open.

21 The PD will certainly be
22 responsible for public safety here as they are
23 throughout the city, and the expectation is that
24 they'll work with the campus and with the
25 institutions to make sure that the appropriate

1
2 city presence is there in addition to the private
3 security presence.

4 COUNCIL MEMBER LAPPIN: Why wouldn't
5 the Police Department start to evaluate that prior
6 to the campus opening?

7 MR. LEE: so we've helped to start
8 that conversation and so Cornell has briefed the
9 Police Department on their plans and that they
10 understand that the specifics around what's going
11 to be built still need to be finalized.

12 Nonetheless they realize that
13 there's going to be significant number of students
14 and faculty on the island. And so I think it's
15 safe to say that this is the beginning of the
16 conversation and obviously the Police Department
17 will make the resources available to make sure
18 it's secure when the campus is open.

19 COUNCIL MEMBER LAPPIN: So I think
20 that's what I'm worried about. So there are three
21 pieces, there's the how they build the building to
22 withstand threats and the materials that are used,
23 etc. So that's sort of one distinct piece that I
24 do think at least there's been some back-and-forth
25 discussion on. Then there is the counterterrorism

1
2 piece that is raised by the fact that it is an
3 Israeli institution. And then there's the
4 separate piece which is there's going to be
5 greater population on the island and with that one
6 would assume that you would need greater police
7 forces to deal with that.

8 So, I'm not so worried about how
9 they construct the building, I'm much more
10 concerned about both the counterterrorism and then
11 the greater public safety piece. And when you are
12 all gone in five months or however many days, that
13 won't be sort of seem through.

14 So what can be done now to get the
15 police department thinking about the resources
16 that will be required when this is open?

17 MR. PINSKY: we can engage in
18 further conversation with you and with them.
19 Again, there are Israeli affiliated institutions
20 all over the city. The Police Department, I
21 think, has a very good track record of ensuring
22 their safety and they will do exactly the same
23 thing here that they do for any potential target
24 anywhere in the city. If you want to have a
25 further conversation and engage in more detail

1
2 with the Police Department we can certainly
3 arrange that.

4 COUNCIL MEMBER LAPPIN: I would like
5 that, I would like for you to be a part of that.
6 I think maybe we would get some more - better
7 response. And I think they do do a great job,
8 that's why I want to make sure that they are
9 prepared to do it and just the history here, it's
10 a place where it's in Manhattan, a you access it
11 through Queens, historically there's been a lot of
12 it's not our problem, it's that precinct, oh but
13 it's the lowest crime rate, and this precinct and
14 a lot of people pointing fingers and not wanting
15 to take responsibility. So that's something we
16 need to continue to work on.

17 Ferry service. Our favorite topic
18 Mr. Pinsky. So, the applicant is interested in
19 having ferry service and by that I mean Cornell
20 Tech Neon, certainly it's something you know I'm
21 very interested in, and there are going to be more
22 people coming to the island we hope through public
23 transportation and not driving. So where do you
24 think we are on ferry service to the island?

25 MR. PINSKY: Well, I think the good

1 news about Roosevelt Island is it's very well
2 served currently by public transportation. In
3 addition to bus service there is also the tram and
4 the subway. The likely traffic that will come
5 with this campus will, in most cases, be against
6 the traditional commuting patterns, which also is
7 a positive.
8

9 We are certainly open to exploring
10 ferry service on Roosevelt Island. It's something
11 that we've discussed with you in the past. We are
12 in the process of launching a new citywide ferry
13 study. As you know the earlier citywide ferry
14 study indicated that in order to bring ferry
15 service to Roosevelt Island there were two major
16 obstacles. One of which was construction of a
17 landing, and the other which is payment of an
18 operating subsidy.

19 At the moment funds are not
20 available for either of those, but again we've
21 always been open to certainly the idea of ferry
22 service to Roosevelt Island. We think that
23 there's a certain logic to it and where happy to
24 continue those conversations.

25 COUNCIL MEMBER LAPPIN: I would like

1
2 to take the idea and the exploration into
3 actuality. There has been funding available it's
4 just OMB won't release it as you know well, so
5 that's not accurate, money that I have put there
6 over the years and -

7 MR. PINSKY: [Interposing] Just to
8 clarify on that, I know we've had long did it and
9 detailed conversations about this, but the amount
10 of money that's in the budget likely is not enough
11 to do the capital construction. It's actually
12 very expensive to build in water in New York City.
13 And then there still is the question of the
14 operating subsidy, but I do acknowledge that there
15 is money that you have put into the budget and
16 that certainly gets us closer than we otherwise
17 would be.

18 COUNCIL MEMBER LAPPIN: And I think
19 we've certainly had some estimates that were a lot
20 lower than the estimates that, as of last week or
21 two weeks ago, they all blend. You know, I think
22 your latest estimate was five to eight million and
23 there are others who've built on the island who
24 have experience developing on the island who had a
25 much lower estimate, so I think we just got your,

1
2 not just, but we have your breakdown of how you
3 got to that number. We do want to go back and
4 forth, but I would like to get to a yes here, and
5 whether that means using city capital dollars or
6 not using city capital dollars, to find a way to
7 have a plan in place to do this.

8 MR. PINSKY: Yeah, and what I would
9 just say with respect to the cost estimates, there
10 is nothing that has frustrated me more in this job
11 than the cost of construction in water in New York
12 City. The estimates that we've given you are the
13 estimates based on our experience, and we've
14 actually built a lot of these around the city. If
15 there are others who have ways to save money for
16 us to save money and to do this in a more cost-
17 effective way we are more than happy to listen to
18 the ideas.

19 COUNCIL MEMBER LAPPIN: Okay. I
20 assume Mr. Lee is staying.

21 MR. LEE: Yes.

22 COUNCIL MEMBER LAPPIN: Okay.
23 Because the rest of my questions at this point are
24 for the Cornell team, but if something else pops
25 up then we'll bring you back.

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MR. LEE: Sure.

COUNCIL MEMBER LAPPIN: Thanks.

CHAIRPERSON WEPRIN: I'd like to call on Council Member Comrie now asking questions for you.

COUNCIL MEMBER COMRIE: Thank you. Good afternoon. I just want to say that I've been an early supporter of this concept and I applaud the administration for putting together the idea for the applied sciences focus, and bringing the opportunities to come today where we are working with three different projects now, which is something I know that I spoke to you about, privately about, making sure that we had more than one bid and more than one of the 17 bidders to continue to be involved since there clearly is an excitement around it is something that is exciting.

Also want to make sure that the entire city is benefiting from this, and can you explain a little bit more in detail about what you plan on ensuring that this applied science will be rolled out to all of New York City schools. I know you glossed over it in your presentation, but

1
2 if you could talk about it a little bit more in
3 depth.

4 MR. PINSKY: So, as I mentioned in
5 my testimony and as Mr. Lee mentioned in his,
6 there is the work that Cornell and the Tech Neon
7 are doing with the creation of the programs for
8 10,000 public school students. There also working
9 to develop programs that will benefit students on
10 Roosevelt Island specifically.

11 Some of the other campuses also
12 have outreach programs. The Columbia campus will
13 be working through the community benefit agreement
14 that they signed in connection with the
15 Manhattanville expansion to bring educational
16 programs to city schools, and at the Cusp campus
17 at NYU is also going to be developing a few new
18 programs including sponsoring a single school
19 somewhere in the city and they're in the process
20 of identifying the school, and also developing a
21 new program, which I believe is called the I2E,
22 which is designed to try to bring the benefits of
23 science and technology education to students
24 throughout the five boroughs.

25 And as I said, that it's really

1
2 just one part of the broader side of initiatives
3 that we've undertaken to try to bring science and
4 technology education more broadly to city
5 students. We believe very strongly that if we're
6 going to be strong as a city going forward it's
7 not just about training the best and the brightest
8 at the highest level, but also ensuring that we
9 have the basic skills throughout our economy.

10 And I know that the Department of
11 Education, in addition to launching the schools
12 that I referenced in my testimony, is in the
13 process now of rolling out a significant expansion
14 of those programs.

15 COUNCIL MEMBER COMRIE: That sounds
16 good. I just want to make sure that the best and
17 the brightest that we train our New York City
18 residents and not nonresidents that are coming in.

19 So I would hope that as we move
20 towards creating the opportunities for sciences
21 and applied sciences that 20 years from now it's
22 not all people that are moving into the city, but
23 it's actually our New York City kids that are the
24 major part of those programs, and of the major
25 part of the students in those programs as well.

1
2 MR. PINSKY: And I think if we're
3 successful it will be a combination of both.

4 COUNCIL MEMBER COMRIE: Okay. Just
5 to continue to highlight that because my next set
6 of questions is about the city's commitment to the
7 infrastructure, and to the Roosevelt Island campus
8 and surrounding campuses as well.

9 Just I would hope that whatever is
10 done on the educational level is put together with
11 a long-term vision and a sustainable vision,
12 because as - you only have seven months left, I
13 forget how many days, I don't do that they count,
14 but as we move out to the end of the year I hope
15 that it's something that it will match the common
16 core curriculum across the board, and that there
17 is an opportunity for all of the schools to visit
18 all three applied science centers, all of the
19 schools in the city to take advantage of
20 visitations. Because I think those are the types
21 of things that will continue to encourage young
22 people to want to stay involved in the sciences,
23 and I hope that those linkages are deep and
24 sustained as well.

25 Just wanted to know, what are you

1
2 doing as far as the development of a - with the
3 increased transportation to the campus and to
4 Roosevelt Island, about additional transportation
5 opportunities other than the ferry. Is there a
6 long-term look at the - to increase the ability of
7 the subway to stop, are putting another subway
8 line, or has anything been done at that level of
9 review to make sure that there is a long-term
10 opportunity to increase public transportation to
11 the island, to both parts of the island?

12 MR. LEE: Sure. I think that
13 transportation both on the island and getting to
14 the island is obviously a priority for us. As the
15 campus is being built the need doesn't necessarily
16 change in the near term, although you will have a
17 fair amount of construction activity and the
18 traffic that's related to that.

19 I think we all recognize that
20 having a sizable number of people now on Roosevelt
21 Island, which is a slightly different population
22 from what's there now, will have impacts that will
23 need to be addressed and I think Cornell and the
24 city are prepared to deal with that.

25 COUNCIL MEMBER COMRIE: And have you

1
2 worked out a construction plan to ensure that the
3 residents of the island won't have a problem with
4 getting transportation back and forth to the
5 island, or that these supplies and the having
6 materials that are coming to the island will be
7 handled in a way that is minimal as possible,
8 disruptive to the residents of the island and to
9 traffic going back and forth?

10 MR. LEE: Yeah, we and Cornell have
11 heard that that's obviously a concern of local
12 elected officials as well as the local community,
13 and Cornell is working on an aggressive plan to
14 deal with that, and I think they'll be able to
15 talk in more detail about that in their testimony.

16 COUNCIL MEMBER COMRIE: And is there
17 any other infrastructure or infrastructured monies
18 or other opportunities that the city's bringing to
19 the Roosevelt Island to upgrade the facilities on
20 the other side of the island as well, to make it
21 more accessible?

22 MR. LEE: It's the city's
23 investment, which is a \$100 million contribution,
24 is going to go towards ensuring that the
25 infrastructure on the campus itself is adequate

1
2 for its uses, and that the overall infrastructure
3 on the island isn't overburdened because it's
4 inadequate on the southern end.

5 And so Cornell has again an
6 extensive plan to connect their new campus into
7 modern infrastructure systems.

8 COUNCIL MEMBER COMRIE: What about
9 an upgrade for the rest of the island, or to
10 increase the tram, or to just add any other
11 infrastructure improvements to make transportation
12 a little bit easier?

13 MR. LEE: Well again, it's something
14 that we've certainly, we investigate as part of
15 the environmental review. It's something that we
16 know that we are going to be engaging with you and
17 Council Member Lappin on as we go through the
18 Euler process.

19 The initial analysis indicates that
20 at least for the foreseeable future, that the
21 existing transportation systems will be able to
22 accommodate the additional traffic with the
23 exception of during construction, which as I
24 mentioned Cornell will be working on a plan for
25 and can talk about. But we're certainly more than

1 happy to continue to engage in that conversation.

2 COUNCIL MEMBER COMRIE: And as the
3 campus is being built is there going to be a need
4 to acquire more temporary space while they are
5 growing now, because their first construction will
6 be completed when, 2017?
7

8 MR. LEE: Yeah, the expectation is
9 that the space that they have at Google's
10 headquarters will be sufficient to carry them
11 through then.

12 COUNCIL MEMBER COMRIE: But what if
13 there are startup companies that want to start up
14 as a result right away, will there be an
15 opportunity to link with EDC to try to find space?

16 MR. LEE: Yeah, we're constantly
17 working with startup businesses, many of which
18 express interest in trying to take advantage of
19 the momentum that everyone believes is going to
20 come off of this campus, and we've been heavily
21 engaged in with them. And a lot of people are, I
22 think, very seriously looking at space on Long
23 Island city as a location, by way of example, as a
24 place where they'll be able to benefit from the
25 campus once it opens.

1
2 COUNCIL MEMBER COMRIE: Okay, so
3 that was leading right into my next question.
4 Have you embraced the idea of developing a tech
5 corridor in Long Island City in support of this
6 project? I see Jukay [phonetic] is here, he's
7 probably going to testify later, but I just want
8 to put in a plug to try to make sure that that's
9 part of the city's focus.

10 MR. LEE: We absolutely believe that
11 Long Island city is going to become a great center
12 of technology as a result of this campus, and we
13 have certainly been in constant contact with Jukay
14 and many of his associates and many of the
15 companies that are already locating there and are
16 trying to think of ways that we can enhance that
17 growth.

18 COUNCIL MEMBER COMRIE: Great.
19 Again, I want to thank you again. As I said in
20 the beginning I've been a supporter of this
21 project and the concept. I think it's a great
22 opportunity to generate economic development in
23 the city.

24 I just want to make sure that the
25 entire city will continue to benefit from it, and

1
2 the opportunity to stimulate young people to be
3 involved in applied sciences. Hopefully with the
4 common core curriculum we can hopefully get these
5 campuses to donate supplies, science labs to every
6 building in the city and even more tutors to teach
7 our children at every level, I think is a great
8 opportunity as well.

9 MR. LEE: Thank you.

10 COUNCIL MEMBER COMRIE: Thank you.

11 CHAIRPERSON WEPRIN: Thank you.

12 Your right, I'll only do that if it's on the
13 standardized test, otherwise I won't be going
14 there. I just want to give a statement to even
15 though I'm not running for borough president, not
16 that that's why they were doing it, but I just
17 want to be on the record to of being very excited
18 about this plan, and I've got to complement the
19 mayor for being the brainchild behind it.

20 We have a lot of big, big dreams
21 for this campus, both in Manhattan for the
22 Manhattan people and of the Queens people as well,
23 and I'm sure these two colleagues of mine will
24 have a lot to say about that in the future. But
25 we do think it's a great thing with great

1
2 opportunities in Queens and for the tech community
3 and I know we are going to be hearing from a lot
4 of people later on this topic.

5 So, we want to thank you. Thank
6 you very much for coming. We are going to have to
7 take a couple on minute break while they just set
8 up the PowerPoint is it, for the screen. So
9 that'll be just a couple of minutes it'll take to
10 set them up.

11 In the meantime I'll call up the
12 panel just so you're ready Melanie Myers, Andrew
13 Winters and Cathy Dove. This is the Cornell team.
14 Let me just reiterate, so Council Member Lappin
15 has graciously agreed to chair the meeting for a
16 few minutes. Councilmen Comrie and I are on a -
17 have to go to the buildings committee which is
18 across the street. So we're just going to go for
19 a little while and then I'll be back as soon as I
20 can. I've heard this presentation so I hope you
21 will be offended if I'm not here while you guys
22 make the presentation.

23 Then we have a lot of people here
24 to testify. We are going to try to limit people's
25 testimony to two minutes, and I know there'll be

1
2 people who have to go over that slightly, but we
3 have a lot of people to testify, so we want to try
4 to keep it moving. So if you're sitting in the
5 audience and you have testimony, starred in your
6 head figuring out how to get it down to two
7 minutes, that would really go a long way them
8 doing this as expeditiously as possible.

9 And as they continue to set up I'm
10 going to excuse myself and I'll be back very soon.
11 Council Member Lappin I appreciate you chairing
12 the meeting for a little while. Thank you.

13 COUNCIL MEMBER LAPPIN: Okay, just a
14 reminder for everybody to please turn your cell
15 phones off, or just silence them to vibrate.
16 Please introduce yourself for the record and
17 begin.

18 MS. CATHY DOVE: Thank you Council
19 Member Lappin. It's really a pleasure to be here.
20 I'm Cathy Dove, Vice President of Cornell Tech.
21 I'd like to just give a brief overview of our
22 program, our progress, some of our conversations
23 with the communities and then I'll turn it over to
24 my colleagues to get into some more of the
25 specifics. But I will go quickly. I think Mr.

1
2 Lee and President Pinsky did a great job of
3 setting the stage for our remarks today.

4 So as I think everybody in this
5 room knows Cornell's involvement in this project
6 began back in 2011. The mayor and his team had an
7 incredible vision to build and applied sciences
8 campus here in New York City. And what I'd just
9 like to touch on today to remind everybody is
10 Cornell's specific vision for this campus and the
11 impact we are really committed to making in a very
12 positive way in the city of New York.

13 The two things I'd like to hide
14 light are the fact that we really are focused on
15 bringing a new culture of technical depth to the
16 city. It truly is a remarkable and a very
17 different kind of graduate campus we are bringing
18 to New York City.

19 The culture will be in conjunction
20 with a new curriculum that really will change the
21 way we think about tech education in the city of
22 New York. Ultimately when we build our campus we
23 really envision that it will be a magnet for the
24 tech sector in the entire city of New York.

25 So, as we talk about academic

1
2 programs let me remind everybody that we're
3 talking about a graduate campus only. The campus
4 will have a number of degree programs. Currently
5 we are approved to offer five graduate degrees,
6 these are one year professional masters degrees.
7 In addition to that we plan to offer a very unique
8 set of the two-year dual degrees with our academic
9 partners the Tech Neon, Israel Institute of
10 technology.

11 Ultimately when we build this
12 campus out our real focus has been on developing
13 an entrepreneurial culture, and this is woven
14 through the entire curriculum that actually is up
15 and running in our temporary space in Chelsea.

16 The classes, everything down to the
17 classes is different then you'll find on in
18 existing graduate campus. We are really committed
19 to embedding relationships with industry in every
20 aspect of the academic program and curriculum.
21 And that has really permeated even how we think
22 about building the campus.

23 So as I think everybody here knows,
24 our focus is really thinking about tech. Tech in
25 support of industries that are already relevant to

1
2 and very successful in New York City. This is not
3 tech for tech's sake, but this is tech in support
4 of three areas of industries, in areas we call
5 collective media, healthier life and of the built
6 environment. And on this slide you can see a
7 number of industries that are relevant to each of
8 these. And these we envision will change over
9 time, but this is our initial focus on the campus.

10 So as you've heard from President
11 Pinsky and Mr. Lee, we are well underway. We are
12 located in space graciously donated by Google.
13 The current space is somebody else I believe, is
14 intended to hold us over until we open our campus
15 in 2017 on Roosevelt Island.

16 We've hired some amazing faculty,
17 and the faculty hiring is moving ahead very
18 quickly and in a very positive way. Beginning in
19 January we enrolled our first beta class of
20 students. It's a fabulous group of students and
21 it's hard to believe that the first semester is
22 almost all over. It's gone very quickly.

23 We have an incredible and a very
24 unique partnership with US Department of Commerce.
25 We actually have a senior member of the US patent

1 office located on our campus. This is a resource
2 to all entrepreneurs and innovators in New York
3 City and has been extremely well received and is a
4 great part of our campus.
5

6 We've established a steering
7 committee. Three well-known entrepreneurs in
8 their own rights, this includes Mayor Bloomberg,
9 Irwin Jacobs who is the founder of QUALCOMM and
10 Eric Schmidt of Google, and that this group of
11 gentlemen has provided excellent advice as we get
12 the campus up and running.

13 We've established the Jacobs Tech
14 Neon Cornell Innovation Institute. In addition to
15 being a mouthful, it's really, truly a centerpiece
16 of the campus. This is an Institute that, as it's
17 fully developed, will be about a third of the
18 activities we envision and the campus. And we'll
19 offer everything from dual degrees to attracting
20 world class faculty in and of itself.

21 Finally we are planning the
22 permanent campus. As you know we are here to talk
23 about that today - - and others will get in to
24 that in a little more detail, and I do actually
25 want to talk a little bit about K-12. I know you

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had some specific questions on that.

But let me before I get that talk a little bit about our interaction with the community. We actually reached out to the community way back in the proposal phase, beginning in 2011. And the Roosevelt Island community, for those of you that don't live there, it's just a remarkable group of individuals that are passionate about that very special place.

Our interactions have been extremely helpful and I think what you'll see in a lot of our proposals, and a lot of our thinking as we've gone through the last few years, has been as a result of a very good feedback and interaction from that community.

So let me touch on a few of the things that I think are important to the community that we are committed to doing. The first thing is the campus itself. We've worked very hard to make sure the campus is truly something the entire community both can be proud of and has access to, including over 2 acres, 2 ½ acres of open space. So it will be a tremendous asset I think to both Roosevelt Islanders as well as to the city of New

1
2 York.

3 We certainly plan on providing a
4 great depth and breadth of indoor and outdoor
5 public programming both in our buildings and on
6 the campus itself. We've committed to providing
7 space for community groups to meet, I know that's
8 an important aspect of community life in Roosevelt
9 Island and we're happy to help with that.

10 Our facilities will all be ADA
11 compliant. In addition to that we are looking at
12 actually improving the infrastructure around the
13 campus, in particular we are adding bike lanes, we
14 are widening the streets which will provide better
15 emergency access actually to the island.

16 And then finally I think our
17 population will be actually a great benefit as we
18 think about retail on the island itself.

19 Little bit about thinking about
20 community as far as educational programs, of
21 course that's what we're all about. We've been
22 thinking a lot about the importance of K-12,
23 actually going back to our proposal. STEM
24 education in particular is such a challenge, not
25 just in New York City, but actually nationwide.

1
2 STEM education is something we are passionately
3 committed to and it's going to be a core part of
4 what we bring to New York City and to Roosevelt
5 Island.

6 Our planning for this is just
7 evolving. I've been pretty clear as we've talked
8 about K-12, that it's a very important that we
9 don't feel like we get ahead of our faculty and
10 are graduate students who are going to be the ones
11 that implement whatever K-12 programming we do.

12 We don't want this to be just an
13 administrative check the box kind of program. We
14 truly want to ingrain this in the culture and of
15 the nature of our community. And so we are
16 developing our program as we bring faculty on and
17 as we bring graduate students on.

18 But we don't want to wait until we
19 have hundreds of faculty and thousands of
20 students. So as early as this summer we're
21 starting to work with a cohort of students. Our
22 focus, at least initially, is going to be on
23 middle school. We also have a particular focus
24 and a particular interest in working with young
25 girls at that age, although it will be just

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certainly unique to young girls.

We have four pilot schools because we think that's the smartest way to Programs up and running. And so you can see that the Roosevelt Island school is very special to us and always will be, that's the first of the four pilot schools. There are two schools in Queens will be working with and one in Harlem, and these are all for terrific schools and we're really looking forward to testing a lot of our programming as we go forward on the schools and then rolling it out to more students and faculty down the road.

In addition to K-12 we've also been pleased to offer and to commit to doing programming for other people, especially on Roosevelt Island. And this ranges from young adults all away through to senior citizens, and we look forward to working with the communities as we start thinking about what those programs will actually look like.

I believe we've already mentioned earlier the real positive economic impact that we think our campus is going to bring to New York City. So it's everything from permanent job

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2 opportunities and construction jobs to the \$150
3 million fund that we've actually already started
4 to catalyzing business opportunities, certainly
5 across the city, we have a particular focus also
6 in Queens that come up already.

7 I want to conclude by actually
8 talking about one thing that's near and dear to my
9 heart. One of the wonderful things about working
10 on really a new startup in the academic world, is
11 that we have an opportunity to build a workforce
12 and a student body in a way that's very important
13 and reflects our values. And one of our most
14 important values at Cornell is diversity. And so
15 we truly have a commitment to thinking about
16 diversity in all aspects of this campus.

17 Cornell, this is nothing new to
18 Cornell. It's an institution, I'm very proud of
19 some of the diverse initiatives we've put in place
20 over time, and this campus will not be anything
21 different. So our commitment to diversity will
22 start with construction, it's actually already
23 started in our small operation and will run all
24 the way through everything we do, again both in
25 our faculty hiring, our staff hiring, our

1
2 admission process with students and everything
3 else we do.

4 So with that I'm going to turn over
5 the presentation, Andrews going to talk a little
6 bit about the campus itself.

7 MR. ANDREW WINTERS: Thank you.
8 Thank you for the opportunity to talk about the
9 project. My name is Andrew Winters, I'm the
10 director of capital projects and development for
11 Cornell Tech.

12 So, we start with a view of the
13 existing site. It's a 12 and a half acre site,
14 currently the home to Goldwater Hospital, located
15 on the southern half of Roosevelt Island just
16 south the Ed Koch/Queensboro Bridge, and it just
17 north of the Southpoint Park and the Four Freedoms
18 Park, even further south.

19 The other thing I'll point out on
20 here and it's really one of the themes that we've
21 thought about as we looked into design of the
22 campus, is the promenade on the east and west
23 edges of the campus. The way that this site fits
24 into an overall pattern of public open space that
25 stretches throughout the island, has really been

1
2 vital to our thinking about how to develop the
3 campus and how to integrate it within the existing
4 island itself.

5 The other thing I would point out
6 is the obvious location next to both rivers with
7 wonderful views on both sides of Queens and
8 Manhattan. And that's really the other factor
9 that we thought about and thinking about the
10 physical development of the campus.

11 Because it's a long-term project
12 we've thought about the development of the campus
13 in terms of principles rather than actual physical
14 design elements. And the principles are really
15 quite simple. The idea of connecting the rivers
16 to make sure that you are able to see and
17 experience both rivers from the campus. North,
18 South pedestrian spine, the ability to walk, for
19 pedestrians to move through the campus easily.
20 Collection of active open spaces, again a
21 commitment to making sure that our spaces fit into
22 the overall open spaces and public network of
23 spaces throughout the island. A close link
24 between the indoor and outdoor spaces. We do
25 recognize that some parts of the year it's not so

1
2 pleasant to be outside, but we do want to make
3 sure that what's happening inside the buildings is
4 visible to people walking by, and to help to
5 activate the open space around the campus. That's
6 very important to us.

7 The buildings optimized for use in
8 performance. We have a very specific set of needs
9 for the buildings on campus, the tech industry and
10 tech education is looking for large floor plates,
11 lots of flexible space and the ability to
12 reconfigure it over time depending on the needs
13 that our current at that moment, so the campus
14 plan is meant to allow for that.

15 And finally livable and sustainable
16 campus. We're very focused on sustainability.
17 Very focused on reducing the amount of energy that
18 the campus uses, utilizing green strategies both
19 in building and in landscape.

20 The overall campus vision is for up
21 to 2.1,000,000 square feet over 25 years. The
22 four key elements of the program on the campus
23 that we're looking at are academic and research
24 uses, this is the basic element of a university
25 campus, you would have classrooms, and meeting

1
2 rooms, and places for students and faculty and
3 staff to come together.

4 One of the unusual elements of this
5 campus is the commercial code location. Again
6 tying in with the theme of linking New York's
7 academic side to the commercial side and making
8 sure that that informs everything we do on the
9 campus. The opportunity to have businesses on
10 campus, to have startups and incubators and other
11 sorts of research facilities associated with
12 business is really one of the key elements of the
13 design of the campus. So, the physical campus
14 allows for those developments.

15 Housing is critical. We want to
16 make sure that students have the ability to live
17 on campus, as well as staff members and faculty
18 members living on campus as well.

19 And finally an executive education
20 Center and Hotel, which would be again, part of
21 our idea of connecting industry and commercial
22 activities to what's happening on the campus.

23 As I've mentioned, we want a
24 vibrant campus, we want great architecture, we are
25 working with Tom Main [phonetic] of Morphosis on

1
2 the design of the first building, he's an award-
3 winning architect. And we're also looking for
4 terrific public open spaces, which I've already
5 mentioned as well. That's a key to how we think
6 about tying this campus together and truly making
7 it into a great public campus.

8 As Cathy mentioned, we are
9 committing to 2 ½ acres of new open space
10 welcoming visitors and residents. This is an open
11 campus, there's no gates, no fences, it's
12 continuous with the public open space on the
13 campus, and everyone's invited.

14 And finally a center point for the
15 tech community. In the tech community it's very
16 important for people to get together and to feel
17 as though they're welcome here in order to advance
18 what they're doing. And so having it be a place
19 that's open and appeals welcoming, creating these
20 networks across the companies, creating a network
21 between companies and the University, those are
22 key elements in our campus vision. And the
23 physical plan is really meant to allow for all of
24 this to happen.

25 So, just very quickly, we wanted

1
2 this site, the campus plan, this is showing it
3 within the context of Roosevelt Island. Within
4 the context of the open space network, the
5 promenades, East and West, the Southpoint Park and
6 the Four Freedoms Memorial at the South, as well
7 as looking at the tram station and the subway
8 station.

9 One of the key elements for people
10 to get here is through public transportation. We
11 believe the vast majority will come here that way,
12 and so making sure that they have the ability to
13 walk down that West promenade and experience
14 Roosevelt Island's public spaces, and then move on
15 to the campus is critical to us, also the ability
16 to move past the campus to the south is very
17 important as well.

18 This is the campus plan in the
19 first phase. We're looking at four buildings as
20 part of the first phase, the first academic
21 building which you see on one edge, one corporate
22 code location building, one residential building
23 and the corporate education center. We hope that
24 that will be the first phase of the campus
25 combined with the public open space that draws

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people into the campus.

On the southern end, what you see on the left, we would have an interim set of public spaces that would be available for use, but that ultimately would be developed as the second phase of the campus.

In the full build out the campus would continue to develop toward the south. We want to start at the north end because that's the area that's closest to the public transportation network, but we want to expand south over time, and this would be the full campus build out.

Just a couple of quick images about the entry walk into the campus. We want to make sure that people feel welcome coming into the campus. While we don't know what the buildings look like yet, you can see we're showing the ground floor to be glass, to be able to, for people to look into the buildings, for people in the buildings to see what's going on outside. A series of plantings, a series of seeding, again the idea that people are welcome on this campus. It's an open campus and we invite visitors.

And once you reach the center of

1
2 campus looking at the series of major public open
3 spaces, some paved for activities such as markets
4 or concerts, and others open as a lawn for
5 community and university use.

6 The first academic building, we're
7 in the midst of designing it right now. We're
8 looking at a very innovative environment,
9 something that's very open, something that's
10 flexible, something that would be recognizable as
11 a loft type building in New York City.

12 For the phasing in schedule, we are
13 looking at developing the campus over 25 years as
14 the population grows. It's important that we
15 allow for flexibility over time within the zoning
16 to accommodate changes, building technologies and
17 programmatic needs. We have a pretty strong sense
18 of the needs right now, but we certainly don't
19 know what the needs would be in 10 years or 20
20 years from now.

21 It's very important to us that each
22 phase of the development result in a complete
23 campus. We don't want to be living in a
24 construction site and we want to make sure that
25 the students and the staff and faculty as well as

1
2 the community are able to use the campus. So once
3 when we opened the campus we'd like it to be
4 complete with the buildings and with the open
5 space.

6 In 2017, which is the opening of
7 the first phase of the campus, as I mentioned
8 before we'd like to have an academic building, co-
9 location building, single residential building and
10 the executive education center, totals up to about
11 790,000 square feet of space.

12 In the full build scenario opening
13 in 2037, we're looking at multiple academic
14 buildings, multiple co-location buildings,
15 multiple residential buildings, all totaling up to
16 approximately 2.1,000,000 square feet of space.
17 And I'll turn it over to Melanie Myers.

18 MS. MELANIE MYERS: Good afternoon.
19 My name is Melanie Myers, I'm an attorney with
20 Freed, Frank, Harris, Shriver and Jacobson,
21 representing the applicant. We appreciate your
22 time for what really will be a transformative
23 project.

24 The council has before it four land
25 use actions that when combined will allow for the

1
2 academic and programmatic goals that Cathy spoke
3 about, and the design goals for a vibrant,
4 sustaining and welcoming community that Andrew
5 spoke about, into the campus that we'll be talking
6 about.

7 I'm going to touch briefly on the
8 land use actions that are before you. You've
9 heard a lot about the campus and the goals. I'd
10 be happy to go into detail, but for the moment
11 let's talk about sort of the general ideas,
12 general requirements for the land use actions.

13 So, there will be a disposition of
14 the city and property, there will be a city map
15 amendment, a zoning map amendment, and a zoning
16 text amendment. The disposition will be the
17 entire Cornell NYC Tech campus. It is the
18 property that will be located within the area that
19 is surrounded by, or that is encircled by ring
20 road, the loop road that will contain the campus.

21 That will be a long term ground
22 lease from the city to Cornell, and will be the
23 basis for the campus. The loop road itself and
24 the promenade areas are not part of the
25 disposition, will remain in city ownership and

1
2 under the jurisdiction of the Roosevelt Island
3 operating Corporation.

4 There's also a city map amendment.
5 There is currently a road that circles the
6 property at this point. The city map amendment
7 will bring that road into the formal city street
8 system, and will allow for that road to be
9 improved to satisfy DOT and FDNY standards.

10 The road itself will have a lane of
11 traffic, it will have a two way bike lane, it will
12 have a landscaped 15 foot sidewalk and will allow
13 for about 68 spaces of parking on street.

14 The third action is a zoning map
15 amendment, and we would be replacing the current
16 R72 zoning with a C45 district with a special
17 district overlay which we'll talk about.

18 The reason for the zoning map
19 amendment is not to change the overall density of
20 the site, but to allow for the mixture of uses
21 that Andrew spoke about to allow both corporate
22 co-location, the executive conference center, as
23 well as the academic and residential spaces.

24 And finally, and this is sort of
25 the heart of the application is we have a unique

1
2 and groundbreaking project. And what we are
3 proposing for that is to create a special district
4 which really recognizes the goals of the campus to
5 create a flexible, technologically sustainable
6 campus that can develop and evolve over time.

7 There are four elements to the
8 special district. We will have special use and
9 envelope controls that will allow for the mixture
10 of the buildings that Andrew talked about, and to
11 allow for certainty on how they can be located,
12 and make sure that light and air will come to the
13 campus.

14 We will be seeking special parking
15 controls to make sure that we have a system which
16 will allow for the parking needs that are there to
17 be created, without imposing a parking requirement
18 that could result in unnecessary parking cars on
19 the island.

20 And then the third element is the
21 open space where the zoning will require that 20%
22 of the campus be open space, and that there are
23 particular elements including east-west
24 passageways to make sure that people can move both
25 from the Manhattan side to the Queens side and

1
2 back and forth. That there is a north-south spine
3 to make sure that people can get drawn into the
4 campus and take advantage of that, as well as
5 larger open spaces for gatherings.

6 We were very pleased that we
7 received a positive recommendation from the
8 community board and the borough President. That
9 recommendation came with a number of additional
10 recommendations and suggested modifications. Many
11 of the recommendations related to some of the
12 things that Cathy spoke about in terms of
13 different ways of working with the community from
14 a programmatic standpoint. But in addition there
15 were some changes and recommendations with regards
16 to the Euler application so I wanted to touch on.

17 With the zoning text amendment,
18 there were three types of modifications that were
19 recommended that have been incorporated. We've
20 included performance standards for any laboratory
21 uses that are part of the project, at the
22 recommendation of the community board. We've
23 increased to the hours for the open space, as well
24 as providing for city planning oversight as the
25 space becomes available, and it's phased in.

1
2 And we have created what was an
3 authorization for modifications for bulk controls.
4 We have changed that to a special permit in just
5 about every instance with one exception where we
6 continue to have an authorization.

7 Then the third thing that we have
8 focused on is what we will do to make sure that we
9 are addressing parking needs on the island. I
10 think there's two different goals and I think we
11 agree with the community that we should be
12 discouraging cars on the island, and moving up and
13 down Main Street as much as possible. And we also
14 agree with your community that it's really
15 important to make sure that we are monitoring
16 parking conditions to make sure that we are not
17 creating a problem.

18 And so we've agreed that we will be
19 doing four things for parking. First we will be
20 talking with our partners. Will be talking with
21 the developers of the corporate co-location space
22 and the executive conference center to understand
23 what their views are and how they believe that
24 they will be operating there space.

25 We want to make sure that will be

1
2 able again to respond to parking needs that they
3 have, but not do something which would result in
4 their being more parking spaces that would draw
5 people down to the island unnecessarily.

6 We have also agreed that we will
7 do, prior to there being any executive conference
8 center on the island, we've agreed that we will do
9 an operational study on how that will work and
10 share the results of that particular report with
11 the community board and with the elected
12 officials.

13 We have also agreed that about
14 halfway through the development of the project
15 that we will do a specific detailed parking
16 analysis, looking at operations, making sure that
17 what we think is correct that we are not causing a
18 parking concern, in fact is true. And if there
19 are issues that are unexpected at that point,
20 we've committed that the final build out of the
21 campus would include parking.

22 And finally we've agreed to
23 implement programs to encourage the Cornell
24 faculty and the students to utilize mass transit,
25 and are certainly willing to think and do studies

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2 to figure out whether there are additional
3 opportunities for mass transit to the island.

4 So we think we've hit the sweet
5 spot in terms of again making sure that we're not
6 creating a problem, but also not encouraging
7 traffic, and it's one of the things that we will
8 continue to discuss. So we really appreciate all
9 of the time that the community spent in thinking
10 about this, and we look forward to additional
11 discussion.

12 I think the last point we might
13 want to talk about construction.

14 MR. WINTERS: Yeah, I'm going to
15 close out by talking about construction for a few
16 moments. I think it's important to recognize that
17 we are very sensitive to the impact of
18 construction of this project on Roosevelt Island.

19 This is an issue that we understood
20 from the very beginning of the project, and it's
21 also an issue that we spent a great deal of time
22 speaking with the community about and listening to
23 the community. So, I think we have a pretty good
24 understanding of some of the issues and we are
25 willing to make a series of commitments here and

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2 I'm going to talk in detail about them, but what I
3 think is most important is the big picture which
4 is that we are going to work very closely with the
5 community over the course of this project to
6 reduce the impact of the construction on the
7 project.

8 And there are several strategies
9 that we'll employ in order to do that. The first
10 one is communication. We are going to create a
11 construction task force, which will be comprised
12 of Roosevelt Island residents and others to be
13 determined, appointed by the elected officials and
14 community board eight.

15 Now the important thing about the
16 task force is that will be an opportunity on a
17 very regular basis for the community and members
18 of the project, representatives of the project,
19 myself included, to meet and talk about everything
20 that's happening on the project. For us to be
21 able to answer questions, and for us to be able to
22 talk proactively about what's happening over the
23 next few months and to respond to complaints or
24 concerns that may arise throughout the
25 construction. So, a continuous communication loop

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is critical for us.

We'll be naming a community liaison to serve as the contact person for the community and local elected officials. Again, making sure that any kinds of issues that arise, positive or negative, are fed back into this process, into this conversation so we can deal with them as quickly as possible.

We'll be maintaining and regularly updating a website. Again, recognizing that not everyone will have the time or the ability to be a part of the task force, but we do want to communicate very broadly to the community on a very regular basis about what's happening, and the website will do a several week look ahead about what's going to be happening with the construction and will report on various incidents and concerns, and again be a forum for people to be able to understand what's happening with the project.

One of the issues that we've heard consistently is the state of repair of the infrastructure of the roads on Roosevelt Island. We can make a commitment, certainly, that any damage we would cause throughout the project,

1
2 whether it's by construction or other means, we
3 would certainly be repairing that, and we would
4 make that commitment.

5 Finally, funding operating costs
6 associated with providing additional red bus
7 service. Based on the EIS it became clear that
8 the number of construction workers that would be
9 coming to the site, we would not allow more than a
10 certain number to drive down to the site, a very
11 small percentage can drive to the site. Most of
12 them will be required to park off-site, either in
13 motor gate or off the island.

14 And the so having them use the red
15 bus we think is a critical and positive way to get
16 them to the site. The hours are much earlier than
17 the red bus typically runs with a large volume, so
18 we would be supplementing the ability for the red
19 bus to be able to do that. We think that's
20 positive because it reduces the amount of cars on
21 the island.

22 Two other issues that I will talk
23 about, one is safety and overall best practices
24 and also material delivery. So, this is just a
25 sample of things that we've talked about over the

1 course of the project, including hiring
2 independent third-party to monitor air quality
3 during abatement. We know that the project will
4 include a significant amount of abatement of the
5 existing hospital.
6

7 Monitoring air quality during the
8 demolition and excavation, again that's the first
9 portion of the project we'll be working on. We
10 have an extensive remedial action plan and a
11 construction health and safety plan which will put
12 into place. Both of those have been reviewed and
13 approved by DEP, which is the regulatory agency in
14 the case.

15 We've committed to a series of best
16 practices including minimizing the use of diesel
17 equipment, maximizing electrification where
18 feasible and also implementing that as soon in the
19 project as we can. Utilizing ultra low sulfur
20 diesel fuel and the equipment that is used,
21 maintaining a secure site free of garbage and
22 debris, one of the key elements of this project is
23 that, as I mentioned before, it does set adjacent
24 to two promenades that are meant to be public and
25 bring people down to the parks at the southern end

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2 of the island. It's very important that those be
3 maintained, that the site be maintained safe and
4 secure so that there is no impact on those areas.

5 Dust control measures, which are
6 very important for any kinds of vehicles that are
7 leaving the site, we will implement those. Making
8 sure that we limit the location of equipment near
9 sensitive receptors, and finally restricting be a
10 cool idling on site.

11 Let me talk about barging. So we
12 are committing, we are here right now to commit to
13 what we believe is the most aggressive voluntary
14 barging project in New York City.

15 Over the last number of months in
16 consultation with the community and with the
17 construction community as well, we've undertaken
18 what we believe is an unprecedented effort to
19 reduce the amount of construction impact on the
20 island, and our specific focus has been on the
21 weight and frequency of trucks on Main Street and
22 on the helix.

23 So at this point we are prepared to
24 commit to what we believe is the most aggressive
25 voluntary barging program in New York City. We

1
2 are going to barge nearly all of the bulk
3 material, which will be delivered and removed from
4 the site during the demolition project. We will
5 also commit to the heaviest materials such as
6 steel, curtain wall and certain kinds of interiors
7 equipment which will be delivered by barge.

8 I think it's important to say that
9 over the course of this month's long study, even
10 though New York has more than 500 miles of
11 waterfront, and even though New York does more
12 construction than any other city in the world on a
13 dollar value - in the United States on a dollar
14 value, the actual percentage of material goods
15 that are moved to construction sites by barge is
16 practically zero.

17 Every site, every project that
18 we've looked at, including the World Trade Center
19 site, several other major projects including one
20 on Roosevelt Island looked at barging, but decided
21 that it wasn't feasible for various reasons, and
22 ended up using it for a very, very small
23 percentage. Approximately one, or less than 1% of
24 their construction needs.

25 Based on the concerns of the

1
2 community, a stone the proximity that we have two
3 the waterfront however, we believe that we can
4 achieve a very significant amount of material
5 removed from the site and delivered to the site by
6 barge, a very significant truck trip reduction
7 from a conventional project.

8 We are committed to implementing
9 this program however, there are issues about
10 regulatory environment that we need to resolve.
11 We have every reason to believe we will be able to
12 resolve those, because it's important that we need
13 to work through them with both state and federal
14 regulators. Thank you.

15 COUNCIL MEMBER LAPPIN: So thank you
16 for that very detailed presentation. Some
17 information that we knew already, or I knew
18 already, but it's definitely some new information
19 as well, so I appreciate that.

20 And before I dive into my questions
21 I did want to thank you, and sort of start with
22 page six, which is you really have from the moment
23 you were selected by the city, been available,
24 been accessible both to the community, to the
25 elected officials and have been very engaged. And

1
2 I'm not surprised you had over 50 meetings because
3 you have been very present, and that is not always
4 the case for other people who are here in the room
5 today.

6 Sometimes it's very difficult to
7 get the applicants to even sit down and talk. So
8 I really want to thank you for that, and you have
9 gone through - you've also handed out to the
10 committee four pages, four-page document that goes
11 through some of the commitments that you have
12 already made either at the community board level
13 or at the Board President level. And so I want to
14 thank you for putting that into one document.

15 For those who are here to testify
16 today who may not have seen it, we would certainly
17 be happy to make a copy available for you after
18 the hearing is over. And the so, just let us
19 know.

20 I want to go through some of the
21 things that you have committed to, some of the
22 things that are still out there on the table and
23 then we'll see if anybody else is here who has
24 questions.

25 Since you ended with barging let me

1
2 start with bargaining which is, you mentioned the
3 World Trade Center site and the - - Memorial as
4 examples of projects that did very little bargaining.
5 Are there sort of templates for you, or as you've
6 done your research do you feel like you're sort of
7 starting from scratch?

8 And where are you on your research
9 in terms of, you know, I think we've heard, or I
10 have heard from you that you are making every
11 effort to barge as much as you possibly can. And
12 I want to make sure that we really are doing that,
13 because this is going to be a project, as you
14 said, that's going to go on for a couple of
15 decades, not constantly, but for me minimizing the
16 long-term impact on the people who live here now
17 and will live on the island in the future is very
18 important, aside from the obvious infrastructure
19 issues that arise from doing a lot of truck
20 traffic trips with very heavy construction
21 materials.

22 So, are there any projects that you
23 have found in the city of New York that have done
24 a significant bargaining operation?

25 MR. WINTERS: The most significant

1
2 barging operation we think is Governors Island,
3 which has no connection to - vehicles can't get
4 there by road. However, what we found by talking
5 to them is that that's primarily, it's a park
6 project, it's a landscape project, it's a lot of
7 earth equipment and earthmoving. They're not
8 building major buildings there.

9 And the so we've pursued a two part
10 strategy. The less difficult part is the bulk
11 materials, which is exactly what Governors Island
12 is doing and doing a terrific job of it. They're
13 able to move lots of bulk materials onto and off
14 the island.

15 It's also important to say that
16 they have an infrastructure already there. They
17 already have piers that are built to receive heavy
18 equipment. They also have very large and
19 expensive lifts for vehicles at either end, lift
20 bridges that allow vehicles to get on. Roosevelt
21 Island has none of that infrastructure in place.

22 So we pushed very hard on the bulk
23 materials, which as I said is the lesser of the
24 complicated pieces. We've not seen any precedent
25 whatsoever for major architecture, major buildings

1
2 that are delivered to sites by barge. And that's
3 where we are committing to do something that we
4 believe is leading-edge that hasn't been done on
5 this kind of the scale in New York City.

6 COUNCIL MEMBER LAPPIN: Well it's a
7 cutting-edge university, so you should be on the
8 cutting edge.

9 MR. WINTERS: We're proud of what
10 we're trying to accomplish here.

11 COUNCIL MEMBER LAPPIN: No, it's
12 great. And I do understand that there is not an
13 easy template here for you to replicate. And just
14 to reiterate that making sure, and I'm going to
15 keep pushing you, to make sure that you are doing
16 as much as is possible. Because that has been,
17 I've heard from a lot of different people on the
18 island, a lot of different concerns, but if I had
19 to digest it I would say consistently the biggest
20 one has been how the materials are going to get on
21 and off the island. So we will keep working on
22 that.

23 Parking, and I just want to make
24 sure I'm clear that this, in terms of the land-use
25 application, you will be permitted to build up to

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500 spots, correct?

MS. MYERS: That is correct.

COUNCIL MEMBER LAPPIN: So, and I just want to be crystal clear on what you are committing to do in terms of studying the impact of parking. I hear you, we don't want hundreds of people driving down Main Street if we can keep them from doing that. I don't think anybody wants to add any unnecessary trips.

That said, there are going to be people who drive, so making sure that there is capacity, and I know there is capacity at motor gate, but how people will get from motor gate to the campus and how you're going to look at this, and beyond studying it, really implement. If you see that there is a need how you're going to build those parking spaces. So who wants to tackle this one?

MS. MYERS: And again I think that there's a number of different things and ways that you can think about parking, and ways we can make sure that we are not creating again, and unintended consequence.

One of the things, I'm going to

1
2 start with the longer-term approach that we've
3 suggested, and one is to make sure, you know, we
4 did an environmental impact statement, certainly
5 there is a lot of capacity, and you're absolutely
6 correct that capacity and operations are two
7 different things. So we want to make sure that we
8 make sure that the parking strategy on the campus
9 works operationally as well as works from a
10 capacity standpoint.

11 For the sort of long-term capacity
12 question, what we have committed to do is about at
13 50% of build out. That we will do a formal
14 parking study and we will do a formal study to
15 look at how cars and people are coming to the
16 campus. So we will take a look at whether cars
17 are driving down Main Street and driving back to
18 motor gate, whether they are using motor gate, or
19 whether what we hope is going to happen does
20 happen which is that people are going to rely
21 principally on mass transit, and those that decide
22 to drive and want to drive bark at motor gate.

23 And just the third piece is that
24 when we talk to the partners and the partners say,
25 you know it really would make sense to have 20

1
2 spaces in our corporate co-location building, that
3 those are there and see how people are using those
4 as well.

5 So at the 50% build out we proposed
6 a very technical, careful study. And we've
7 committed that if what we find is that there is a
8 parking issue, because capacity is less than what
9 we expected at that point, or if we are creating
10 an issue with people driving back and forth on
11 Main Street that we don't expect to have happen,
12 then we would commit to include parking on the
13 rest of the build out of the campus. And the
14 parking that would be built at that point, would
15 be available for the campus as a whole, it
16 wouldn't be specific.

17 COUNCIL MEMBER LAPPIN: So to re-
18 summarize, you're going to do two studies. Before
19 you build the hotel conference facility, you're
20 going to do a study to determine whether or not
21 you think that building is going to drive a need
22 for parking.

23 MS. MYERS: Correct.

24 COUNCIL MEMBER LAPPIN: If you
25 determine that it will you will build parking in

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that building, in phase 1, correct?

MS. MYERS: Correct.

COUNCIL MEMBER LAPPIN: Separate from that, when you're at 50% build out you're going to undertake another parking study to determine what the impacts have been. If that shows you that there is a need for additional parking spaces, separate and apart from what you may have or already built, you will then build those spaces before the project is completed.

MS. MYERS: Yes. We incorporate additional parking and the further build out, correct.

COUNCIL MEMBER LAPPIN: Okay. And of those studies will include feedback from the existing community on the island.

MS. MYERS: The studies would be made - what we said is that those studies would be made available to the community board. And certainly involving the community board and undertaking those studies is something we can talk about and make sense.

COUNCIL MEMBER LAPPIN: Okay. And the Roosevelt Island brick community should that

1
2 still be in existence. Air quality, and I don't -
3 I think since you did a whole slide on this and I
4 want to thank you for that, and which page was
5 that. Can we go back to that?

6 So this is something that not
7 unique to this project, but when I was one of the
8 land-use subcommittee chairs, was something that I
9 heard about quite a bit, because people are
10 concerned about the air that we are breathing.

11 So these are, I think very clear
12 points that help address some of the issues that
13 have been raised by the community. I'm sure when
14 the community comes up we can have some back and
15 forth. Maybe let's just leave that up there so
16 everybody has some extra time to take a look, but
17 just to reiterate, hiring an independent third-
18 party monitor to address air quality, and I assume
19 that information will be made available to the
20 public.

21 MR. WINTERS: Yes, on the website
22 that we talked about.

23 COUNCIL MEMBER LAPPIN: So they will
24 be able to review at their own leisure what is
25 being discovered by the third-party monitor. You

1
2 will be doing real-time monitoring, consistent
3 monitoring, you said monitor air quality during
4 demolition and excavation. Is that something that
5 will be done on a daily basis, weekly basis, how
6 will the monitoring fee done?

7 MR WINTERS: I'll have to get back
8 to you on that. I think technically it is done on
9 a daily and continuous basis, but I'd rather get
10 back to you on the specifics of that because I
11 don't know the answer.

12 COUNCIL MEMBER LAPPIN: Okay. You
13 will have remedial action plans in place, you will
14 have - minimize the use of the diesel equipment,
15 and let's see what else is on here. Restricted
16 vehicle idling. So, we may come back to that
17 later, but I did want to thank you for taking this
18 very seriously because it is a very serious issue.

19 The avac [phonetic] system, this is
20 something that has come up, whether or not you're
21 going to be linking into the a vac system, and
22 there seems to be sort of different information
23 flying around as to whether or not you could, and
24 I wanted to ask you what your investigation has
25 been on that subject.

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2 MR. WINTERS: Sure. We've looked
3 into this issue. We've met with the Department of
4 sanitation, we've met with the Roosevelt Island
5 operating Corporation and we also met with Envac,
6 which is the company that originally designed the
7 project.

8 And based on those meetings and
9 actually the recommendations of Envac, we don't
10 believe that it makes sense for us to connect up
11 with the a vac system. The logistics are
12 complicated, it's about an extra quarter-mile,
13 actually more than a quarter-mile of pipe that
14 would need to be added, they had specific concerns
15 about the energy use in order to bring the garbage
16 from the southern end all the way to the northern
17 end of the island.

18 But of equal seriousness is the
19 issue of recyclables. The system is not set up
20 for recyclables. When we met with the Envac team,
21 the current systems that they're putting in place
22 at other installations, mostly in Europe, have
23 either three or four streams of garbage including
24 three recyclables and organics and others.

25 The one on Roosevelt Island only

1
2 has a single stream. And the so as a university,
3 certainly Cornell is very committed to recycling,
4 not only of glass and metal and paper, but also of
5 organics. And so, we're going to be putting it to
6 place on campus, technology within our first
7 building that is able to reduce the volume of
8 organic material by about up to 85%, and a
9 potentially be able to use that for composting on
10 the southern end of the site, or at other sites in
11 the city.

12 So based on those concerns, as well
13 as the fact that the a vac system, based on our
14 understanding, does not accept commercial garbage,
15 and some of the buildings on the site will be
16 commercial buildings, or consider that way from me
17 garbage collection point of view, those wouldn't
18 be eligible to be tied into the a vac system
19 anyway.

20 So, our sense is that we are very
21 committed to reducing the amount of garbage
22 generated by the site, being very sensitive to
23 issues of recyclable materials, but the best way
24 to do that is not by hooking up to the existing a
25 vac system.

1
2 COUNCIL MEMBER LAPPIN: So what
3 you're saying is that, in your view, even if you
4 connected to a vac you would still need to have
5 trucks come for the commercial carding and for
6 recyclables.

7 MR. WINTERS: Yes, that's right.

8 COUNCIL MEMBER LAPPIN: Okay.

9 MR. WINTERS: So the majority - even
10 if we did hook up to the a vac which again we
11 don't believe is feasible, but if we did that
12 would be significantly smaller, it would be less
13 than a small percentage of the garbage overall
14 generated.

15 COUNCIL MEMBER LAPPIN: Okay. You
16 know it is a very, it was at the time be very
17 state-of-the-art system and that the Islanders
18 really are very fond of it. It's a fabulous
19 system, so it's sort of interesting to hear what
20 your discussions with Envac, what they brought
21 out.

22 Air, we talked about air quality,
23 monitoring, noise. I think that's also an issue.
24 Do you have specific plans in terms of noise
25 monitoring and how you're going to address the

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construction noise?

MR.WINTERS: The construction noise, I think we've made certain commitments. I'm not sure they're listed here, but I believe they may be on the sheets that we shared with you.

There are certain commitments that are made about reducing noise. They're found in the EIS and they've been made public. I think one of the big advantages of this site from a noise perspective is the fact that it's not adjacent to what are known as sensitive receptors, whether it's a school or an apartment building.

It is fairly isolated on the southern end of the site. We will be building a wall around the site during construction, which will protect noise and the promenades.

And I think the big issue of noise that was raised in the EIS is noise based on trucks on Main Street. And again we're hoping that through a program of where we are going to utilize barging for the heaviest materials, we'll be able to mitigate some of those noises.

COUNCIL MEMBER LAPPIN: Okay. Since I asked the administration this I want to ask you

1
2 this as well. Security and policing, sort of
3 where you are with that? What your conversations
4 have been with the police department, what you're
5 looking to do on campus itself.

6 MS. MYERS: Sure, so we will
7 definitely have a security force on the campus
8 itself. As Andrew mentioned several times, one of
9 the challenges you have with the campus being
10 open, and we are very committed to it being open,
11 is it's always a balance between security and
12 openness.

13 But this will be an open campus and
14 we will have a campus security force. We have
15 started conversations with the NYPD who is very
16 willing to work with us. We have some more work
17 to do as we think about how to plan our campus,
18 and I expect this will be a continuing dialogue as
19 we move forward with the actual planning of both
20 the operations and the physical plant itself.

21 COUNCIL MEMBER LAPPIN: So, where do
22 you think you are in terms of discussions with the
23 police department for long-term protection of both
24 your campus, but also the island?

25 MS. MYERS: The police department,

1
2 again it's been initial discussions. They seem
3 very knowledgeable, number one, as to what we are
4 doing. We certainly talked about our program, we
5 talked about our partners, we talked about the
6 activity levels and they seemed very knowledgeable
7 about that and very open and receptive to having
8 an ongoing discussion about how NYPD stays abreast
9 of what's happening and makes the appropriate
10 plans.

11 COUNCIL MEMBER LAPPIN: Okay. So
12 I'm going to put that more on the administration
13 than on you because you don't control the police
14 department, but I do want to make sure that we
15 have a good sense of how we're going to protect
16 both you and your future students, but also the
17 people who live on the island.

18 Drones are such a hot topic these
19 days. Are you going to be doing any research
20 development, work around drones on the campus?

21 MS. MYERS: You said drones?

22 COUNCIL MEMBER LAPPIN: I said
23 drones. I did.

24 MS. MYERS: No. This campus will
25 not have any classified research, that's Cornell's

1
2 policy and this campus will not do any classified
3 research.

4 COUNCIL MEMBER LAPPIN: Okay. Bus
5 service, you mentioned adding red bus service
6 during construction, I want to be clear, not just
7 when the teams are arriving, but when their
8 departing?

9 MR. WINTERS: Yes.

10 COUNCIL MEMBER LAPPIN: Okay.
11 Assembly Member Mike Akellner [phonetic] has
12 specifically raised with me on more than one
13 occasion, the impact over the long term that the
14 campus going to have on the red bus service on the
15 island. So, especially because you don't want to
16 build parking, because you want to incentivize
17 people to take mass transit which I understand,
18 that means sort of means by definition, they're
19 going to get off the tram, or the subway, or get
20 to motor gate and the need to take the red bus
21 once they're there.

22 What you think the impact the
23 campus is going to be on red bus service after
24 construction?

25 MS. MYERS: So the good news is the

1 campus is very close to the public transit hub.
2 Both the tram and of the subway and I wouldn't
3 imagine many people would take the red bus to get
4 off of public transit and go to the campus and
5 vice versa.
6

7 Motor gate, some people I'm sure
8 will take the red bus others won't. The EIS did
9 not reveal that there was going to be a
10 significant impact on the red bus service, but
11 it's something we'll also keep an eye on as we
12 move forward.

13 COUNCIL MEMBER LAPPIN: Meaning that
14 you will as part of your transportation study, if
15 you think there is a need, you know Reock
16 [phonetic] is often very cash strapped, so if they
17 can't run additional buses then everybody suffers,
18 you guys too. So, and I know some of member
19 Kellner is probably talking to you about this as
20 well, but if you determine that there is a need,
21 that something you are committed to addressing?

22 MS. MYERS: Yeah, we meet with Reock
23 all the time and I'm sure we'll continue to do
24 this in perpetuity, but I'd be more than happy to
25 commit to including an analysis of public

1
2 transportation when we do our parking studies at
3 the same time, because I agree that there's a
4 synergy there that we need to look at.

5 COUNCIL MEMBER LAPPIN: Okay.

6 Because I know, I think it was Chair Comrie who'd
7 asked about adding subway service. I only wish.
8 I can't tell you how many meetings I have had at
9 the NCI. In earnest tried to add subway service
10 to the island, and when I took the tram Sunday
11 morning back into Manhattan it was packed and
12 there were people who couldn't get on, who had to
13 wait till the next tram, on a Sunday. So, you
14 know it is a real issue.

15 What am I forgetting Jane? The
16 cement plant, obviously there's going to be some
17 cement needs for your construction and that has
18 been raised as to whether or not you can make the
19 concrete cement on-site. Can you address that?

20 MR. WINTERS: Sure. As part of our
21 study of barging and bringing materials to the
22 island in an alternate way, we cast a very wide
23 net. And based on what we learned, we did not
24 feel that concrete was something that could be
25 delivered to the island either by barge or that a

1 batch plant was feasible to build on the island.

2 Based on a couple of things,
3 there's a very low volume of materials. The first
4 two buildings that we are building on campus are
5 both steel buildings, so the actual amount of
6 concrete is rather limited.
7

8 We believe there is also a series
9 of regulatory issues. At the same time that we
10 met with the State Department of Environmental
11 Conservation about barging and talking about
12 permitting, we also raised the issue of a batch
13 plant and they had very significant concerns.

14 The island is 800 feet wide at its
15 widest, actually narrower at the Goldwater site
16 and they had issues about runoff and other sorts
17 of industrial issues associated with permitting
18 such a facility.

19 And there's also the issue of time.
20 We simply believe that the amount of time it would
21 take to create it, to set it up and to get it
22 permitted would not be within the timeframe that
23 we would need in order to start the foundations
24 for the project.

25 COUNCIL MEMBER LAPPIN: I'm curious

1
2 to see if there's people here who have other
3 thoughts and that we can get to in a little bit
4 later. Last two things: one, something you have
5 already committed to, but I wanted to ask about.
6 Creation of an environment in which Cornell NYC
7 Tech students can research ways that technology
8 can enhance lives of older adults and the disabled.
9 What does that mean?

10 MS. MYERS: that's actually art
11 started. Our first faculty member has great
12 research into elderly population and technology
13 and things like sensors. There's already been
14 outreach by some members of the community who are
15 interested in participating with her in certain
16 studies, I believe she actually applied for a
17 grant recently and engaged some members of the
18 community as part of that just to get a better
19 understanding of how some of the research might be
20 helpful. So I think it's a tremendous way to
21 partner with the community and work on things that
22 are actually of benefit to the community.

23 COUNCIL MEMBER LAPPIN: Well, as the
24 aging Chair I'm excited about that. And my last
25 question, this sort of comes back to the

1
2 educational partnership that was discussed earlier
3 and I know is a part of your mission and something
4 your personally passionate about, but I do want to
5 make sure I'm clear on what's going to happen with
6 the school on the island which, I think, could
7 really benefit from your assistance?

8 And how you see getting to this
9 10,000, 10,000 students, 200 teachers which - a
10 lot of information is coming at me. Maybe I heard
11 that before and I didn't focus on, but I'm
12 focusing on it today. So, how are you going to
13 fulfill that commitment?

14 MS. MYERS: Our planning is
15 starting. In the next couple of months I'm
16 actually going to be hiring a professional K-12
17 person that I think will really jumpstart a lot of
18 these specific activities and program planning
19 that we're now ready to start rolling out. So I'm
20 very excited to be doing that and I think you'll
21 see a lot more of the specifics as we move
22 forward.

23 One of the things I mentioned
24 earlier and I just want to repeat is, it's so
25 important in a university to make an activity like

1
2 this part of the mission and have the faculty
3 really feel ownership and really come up with the
4 exciting ideas and specific programs that will be
5 beneficial versus just an administrative kind of
6 function where we check a box. And the so we are
7 by design scaling with our faculty and our student
8 growth. Those are the people that are going to be
9 working with the community.

10 In our proposal, and I believe Mr.
11 Lee touched on this, there are a number of
12 different ways we envision being able to work with
13 K-12 students and teachers. Everything from
14 sponsoring Hac-a-thons, I believe somebody
15 mentioned.

16 We are very excited to be
17 sponsoring a program this summer for middle school
18 girls for our pilot institutions, that will be
19 learning how to code and working on robotics.
20 We'll be bringing in guest speakers to that
21 series. It will actually be held on Roosevelt
22 Island, so I hope it's seen as a real tremendous
23 asset and the first of many to the community.

24 When we committed to touching
25 thousands of students and hundreds of teachers,

1
2 and that's part of our commitment to the city, we
3 actually had a couple of ideas as to how we could
4 really reach that scale, and I think some of them
5 are still valid. One of them of course is online
6 kind of computer-based learning. And I think you
7 will definitely see part of that as part of our
8 outreach effort.

9 But the other thing I personally
10 learned as we started talking to DOE is the
11 importance of depth not just breadth. And it
12 really has been very educational, no pun intended,
13 to me that DOE really got us to focus on think
14 about working very deeply with smaller groups of
15 students rather than superficially with thousands
16 of students.

17 So we are committed to doing both,
18 but frankly what I'm focused on right now because
19 of our limited scale is how can we deeply touch,
20 starting with these four schools, and Roosevelt
21 Island is at the top of the list, use them as
22 pilots and then think about extending further to
23 reach the 10,000 students, 200 teacher commitment.

24 COUNCIL MEMBER LAPPIN: And I would
25 agree. I think the trying to really delve deeply

1
2 into helping as opposed to doing, sort of one day
3 off things, over the long term will have a greater
4 impact on those lives. And I would, you know
5 something we had discussed and I wanted to ask you
6 here is if you would sort of adopt the Roosevelt
7 Island school? And we can discuss more of what
8 that means, but in terms of professional
9 development of the teachers there, and after
10 school programming, and other partnerships that
11 really are on a consistent basis, I think would
12 really help, not middle school, in a significant
13 way. And I know you won't be on site for a couple
14 more - no, let's see, for four more years. But
15 creating that partnership and really having a sort
16 of special relationship with that school is
17 important to me.

18 MS. MYERS: I think framing it as an
19 adoptive school is brilliant and absolutely. I
20 mean Roosevelt Island school is going to be very
21 special to us, and very important to us.

22 Going forward, I anticipate
23 relationships with other schools, but Roosevelt
24 Island will always be the most important, no
25 question.

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COUNCIL MEMBER LAPPIN: Great.

Thank you very much. Okay. So those are the end of my questions for today. I'm sure you will also be here. We have quite a few people who would like to testify, so I want to get them up so we can hear from them and hear their thoughts and feedback. And we'll bring up the first panel. Judy Buck. Hold on one second. Alan, did you sign up to testify? Okay. I'd like to try and bring up the panels in a way that makes some sense. So, I would assume Alan do you want to come up with Judy? You didn't cluster them together, right? Okay, so this is how you'd like them? So the first panel is Judy Buck, Lynn Shinasake [phonetic], Stephanie Herrera and Adeck Appelbaum [phonetic]. You will each have two minutes to speak. We will have the Sergeant run the clock. And please, each of you before you begin speaking and introduce your name for the record and then you can begin. Go ahead. Just turn on the microphone by pushing that red button in front of you.

MS. JUDY BUCK: Is it on now?

COUNCIL MEMBER LAPPIN: There it is.

1
2 MS. BUCK: Okay. I'm Judy Buck, I
3 serve the board of the Roosevelt Island community
4 coalition.

5 We are gratified that Cornell is
6 acting on so many ideas that we discussed,
7 especially bargaining. We look forward to binding
8 commitments on these issues, but meanwhile we are
9 going to continue to testify with what we had
10 prepared for today. We want to be on record with
11 it.

12 We thank Council Member Jessica
13 Lappin, especially for negotiating some major
14 issues, including bargaining. While the Roosevelt
15 Island Operating Corporation, Rioc, is negotiating
16 others. Although discussions our continuous, even
17 after today's session there's still no binding
18 commitments and we do need progress.

19 Roosevelt Island is not rich or
20 powerful. We are a diverse community of mixed
21 incomes and many languages, of young families,
22 senior citizens, the disabled and beautiful
23 children everywhere.

24 Our infrastructure is fragile, or
25 financing inadequate, and our governments

1
2 Byzantine. New York City owns Roosevelt Island,
3 but leases it to New York State which for many
4 years provided annual funding.

5 In 1997 however, the state reduced
6 funding of 6.5 million to 0. Today the only
7 support the state provides is a stop on the F
8 train and on the Queens bus route.

9 New York City does provide
10 essential services, but by no means all. Just two
11 examples, the city pays for emergency police,
12 firemen, EMS and one NYPD officer 24 hours a week,
13 but Rioc pays for the public safety officers who
14 protect us every day.

15 The city supports our middle
16 school, but Rioc maintains the grounds, parks,
17 recreational facilities, sidewalks, seawalls and
18 our one street.

19 Cornell will build on our free land
20 grant of 12.13 square acres backed by billions and
21 gifts and endowments. Cornell has stated that it
22 will not contribute to the structures and services
23 we anticipate they will use.

24 It is bizarre that our community
25 should bear any burden created by one of the

1
2 wealthiest universities on the planet. We ask
3 your help in achieving binding commitments that
4 will secure our safety of the community during the
5 24 years ahead. Thank you.

6 COUNCIL MEMBER LAPPIN: You are
7 powerful, come on. Lynn, go ahead.

8 MS. LYNN SHINASAKI: My name is Lynn
9 Strong-Shinasake, and I am in favor of bargaining
10 with stipulating bargaining specifically. I am a 22
11 year resident of Roosevelt Island and I am here
12 with the Roosevelt Island coalition supporting
13 their advocacy of Roosevelt Island. Don't truck
14 us.

15 Roosevelt Island vibrancy is Main
16 Street, it's all we have, one road. Let me paint
17 a picture, many Roosevelt Island residents live
18 within what we call the canyon. What is the
19 canyon? It is West View, Island House, Roosevelt
20 landings and River Crossed complexes that tower
21 over our only road.

22 Main Street, a cobblestone road
23 that was not designed for vehicular traffic. Z
24 bricks on sand. Don't truck us.

25 Roosevelt Island's founding

1
2 citizens live within the canyon. The majority of
3 our disabled population live within the canyon.
4 What is the canyon? The future chokepoint of
5 Roosevelt Island.

6 Main Street will not hold up to
7 Cornell's anticipated truck traffic. We will be
8 paying for the repair of Main Street for 30 years.
9 We will get the extensive pollution from stalled
10 trucks into our homes and into our lungs. Don't
11 truck us.

12 What will trucking do? One excess
13 or ride a vehicle during rush hour will shut Main
14 Street down. Two school buses during rush hour
15 traffic will shut Main Street down. Two trucks
16 making deliveries on different sides of the street
17 will shut Main Street down. Any road repair due
18 to trucking damage will shut Main Street down.
19 Will choke the canyon, will choke us. Don't truck
20 us.

21 2015 a truck will barrel into the
22 chokepoint every 4.47 minutes all day long. What
23 will happen to our children, what will happen when
24 ambulances come? We know, we've seen it, it will
25 shut Main Street down.

1
2 COUNCIL MEMBER LAPPIN: I have to
3 ask you to wrap up Lynn.

4 MS. SHINASAKI: Okay. What we are
5 asking is that you stipulate that they do bargaining.
6 We ask that you stipulate that they take
7 responsibility, financial responsibility for
8 future repairs on our helix, on the roads, and in
9 our community. Thank you.

10 COUNCIL MEMBER LAPPIN: Thank you.
11 You're not allowed to clap. So let's just not do
12 it anymore. If you feel you must you can use jazz
13 hands. All right, who's next?

14 MS. STEPHANIE HERRERA: I'm next.

15 COUNCIL MEMBER LAPPIN: Go for it.

16 MS. HERRERA: I'm Stephanie Herrera.
17 I'm fortunate to have a lovely apartment that's
18 about 15 feet above the promenade, so I get to see
19 what's going on there.

20 In the future will Roosevelt Island
21 to be able to provide residents with the timely
22 emergency services that are there right? Or will
23 the rapidly emerging developments impinge upon
24 their safety?

25 Currently Main Street is often

1
2 congested with many vehicles of all types that
3 serves the needs of the elderly, or disabled, or
4 schoolchildren who are bused from the far reaches
5 of the city, and delivery trucks and repair trucks
6 of all sizes.

7 At times traffic on our bridge ramp
8 has to be stopped to accommodate the trucks that
9 cannot maneuver our ramp without taking up both
10 sides of the ramp. Okay? So, traffic has to be
11 stopped. This not only ties up the bridge, but
12 also main streets traffic flow and it requires a
13 public safety officer and often several to
14 supervise the traffic interruption.

15 Roosevelt Islanders already
16 anticipate increased commercial and construction
17 traffic resulting from the expanded rental of Main
18 Street stores, and the construction of South Towne
19 building seven, eight and nine.

20 All this will take place
21 simultaneously, with the demolition and
22 construction of Cornell Tech Neon. All of this
23 will happen without a single reasonable proposal
24 to deal with the emergency needs of the island's
25 population, including and especially the seniors.

1
2 Some say that when Cornell vehicles
3 back up Main Street traffic that the waterfront
4 pedestrian promenade can serve emergency needs.
5 These promenades can only be accessed by driving
6 out of the way, slowing critical response time and
7 putting lives at risk.

8 The inevitable, unavoidable and
9 tremendous congestion that will result from
10 Cornell's current plan is totally incompatible
11 with the needs of the islands people.

12 This is an issue of major concern
13 to us all and must be given the greatest amount of
14 consideration for our health and well-being. We
15 cannot be sacrificed to satisfy the wishes of
16 others no matter how lofty their goals may seem.

17 COUNCIL MEMBER LAPPIN: Is this the
18 end Stephanie?

19 MS. HERRERA: Our lives and well-
20 being must come first and must be taken seriously
21 at all times. The mitigation for this problem is
22 to limit the amount of construction and demolition
23 traffic to 10 trucks per day. Thank you.

24 COUNCIL MEMBER LAPPIN: Thank you.
25 Adeck. Are you speaking?

1
2 MR. ADECK APPELBAUM: Yes.

3 COUNCIL MEMBER LAPPIN: You can lift
4 up the mic in hand it to him if that's easier than
5 moving, yeah. And then just push the button and
6 make sure you state your name for the record.

7 MR. APPELBAUM: Adeck Applebaum,
8 I've been a construction manager for close to 60
9 years. I have developed the art of coast
10 engineering, taught at NYU and am listed for the
11 Army Corps of Engineers as a acceptable consultant
12 for major projects, major projects consisting of
13 airports, libraries and so on.

14 When I was first ordered to review,
15 or requested to review the chapter on
16 construction, two things came, stood out more than
17 others and one is the fact that Cornell wants to
18 bring in premixed concrete by truck. And that,
19 according to basic calculation comes out to 10,000
20 loads based on what they give us in terms of -
21 that's 10,000 coming and 10,000 going back.

22 That is an unacceptable
23 construction management procedure and I would like
24 to suggest that, and I did suggest on several
25 occasions, that we use the Corps of Engineers

1
2 format to bring a mixer on a large plant of that
3 size.

4 And then it somehow gotten involved
5 at that the barging is for small loads. It's not
6 so barging is only acceptable if it's tied with a
7 plant, otherwise it is not economical and not
8 efficient.

9 So I suggest we consider barging
10 with a small plant and we managed to get a
11 contractor who will set up that plant and remove
12 it. The cost is slightly better by doing the
13 concrete on site because the barging is included
14 right now in a yard of concrete because that's
15 what the major producers use, and then the
16 trucking his additional. So there is a plus to
17 that effect.

18 Barging and on side plant will
19 eliminate some of the other concerns. And that
20 this tracking vibration, damage, noise, potential
21 estimates and so on.

22 So my major problem is that I would
23 like to have this very seriously considered.
24 Barging but with the idea of bringing in only bulk
25 material.

1
2 COUNCIL MEMBER LAPPIN: Okay. Thank
3 you.

4 MR. APPELBAUM: I made it.

5 COUNCIL MEMBER LAPPIN: The next
6 panel is Juka [phonetic] Sue [phonetic] coalition
7 for Queens, Jessica Trainor from Facebook, Jessica
8 Lawrence from Manhattan Need-up and Hagose
9 [phonetic] Meracataub [phonetic], I'm sure I'm
10 mispronouncing your name, I'm sorry. From
11 Apnexus. Go ahead. Are we missing somebody?

12 MR. JUKA SUE: I think we're missing
13 Jessica Lawrence from NYTN.

14 COUNCIL MEMBER LAPPIN: why don't
15 you get started, we'll probably add somebody else
16 to this panel. Seth Bornstein from Queens EDC. Is
17 Seth here? Seth, okay, why don't you join them,
18 but go ahead and hit it.

19 MR. SUE: Okay great, thank you.
20 Thank you, thank you for the time for providing
21 this opportunity for me to speak today. My name
22 is Juka Sue the founder of Koalitch [phonetic] for
23 Queens. A nonprofit community development
24 organization fostering - - community in Queens
25 which is the world's most diverse community.

1
2 We're here today to support Cornell
3 NYC Tech's application before the New York City
4 Council. As you know, the New York City tech
5 community is growing very rapidly and clearly is
6 emerging as a tech hub.

7 Cornell's future campus has
8 tremendous potential to create well-paid jobs,
9 encourage development and companies of the future
10 and positively contribute to community fabric of
11 Western Queens.

12 Cornell estimates up to 120,000
13 tech jobs will be created over the next 20 years,
14 and the potential of much of this will be in
15 Western Queens.

16 Their approach in New York City
17 campus and program is not as an isolated unit, but
18 rather as a part of a larger ecosystem that we
19 hope will positively contribute to New York tech
20 community, Vohal [phonetic] Island community and
21 where we work in Queens.

22 My backgrounds in community
23 economic development and what attracts me to the
24 tech industry, and why I believe this campus is so
25 widely important, is the potential for technology

1
2 to empower people and communities, and to build
3 tools and enrich and improve people's lives.

4 We started the Queens Tech beat up
5 in June 2012 and have grown to over 1200 members
6 of entrepreneurs and enthusiasts from across New
7 York. There are over 50 tech companies in - - in
8 Western Queens with shape ways aerial sonza
9 [phonetic].

10 In addition with working the
11 existing tech community, we've recently launched
12 tech education courses to revive the most
13 promising New Yorkers and underserved communities
14 access the technical skills so that they can learn
15 IOS, increase diversity in the workforce and
16 expand New York's talent pool.

17 Cornell has started engaging the
18 Queens community, the New York tech community with
19 Dean Hunlocker [phonetic] and Greg Pass [phonetic]
20 the entrepreneurial officer as featured speakers
21 at past events and beginning what we hope is a
22 great working relationship with tech companies and
23 entrepreneurs in Queens.

24 They've also committed to be part
25 of a Queens techs on task force that will examine

1
2 proposed actual policies such as transportation
3 and branding that will support long-term growth.

4 COUNCIL MEMBER LAPPIN: I'm going to
5 have to ask you to wrap up.

6 MR. SUE: Sure, the tech
7 entrepreneurs and start companies we work with are
8 excited about the potential of Cornell. There
9 innovative curriculum and their dedication to
10 collaborating, integrating its teaching with
11 private companies and industry, presents
12 tremendous opportunities for education, - -
13 activity and job creation.

14 COUNCIL MEMBER LAPPIN: Great, thank
15 you.

16 MR. SUE: Thank you.

17 COUNCIL MEMBER LAPPIN: Who's next?

18 MS. JESSICA TRAINOR: Hi, I'm
19 Jessica Trainor and I run academic relations at
20 Facebook. Thanks. So in December 2011 Facebook
21 announced plans to open an engineering presence in
22 New York, and this is the first outside of the
23 West Coast.

24 We believe in New York City because
25 of the combination of talent and community support

1
2 and there is a lot of opportunity here. So the
3 city's leadership has proven to be forward
4 thinking and understands what it takes to build a
5 climate where technology can fuel economic growth
6 and the creation of high skilled jobs.

7 We were very encouraged by the
8 applied sciences initiative, and excited that
9 Cornell selected to build a tech campus on
10 Roosevelt Island.

11 Cornell, of course, has a top
12 computer science program, and we have had a long
13 and successful relationship with the students,
14 faculty and staff.

15 Not only have we hired outstanding
16 engineers from the undergraduate and graduate
17 programs, but we have collaborated and published
18 with faculty. We've hosted Cornell faculty on
19 sabbatical and on our campus in California for
20 numerous tech talks.

21 But, as you're aware new ideas and
22 innovation, when technical people are in close
23 proximity to each other. As we grow our own
24 presence in New York we expect these ties with
25 Cornell to significantly increase and deepen.

1
2 By being together in New York we
3 will have an opportunity to intersect in ways we
4 normally couldn't which will help our own growth,
5 fuel innovation and contribute to New York City's
6 rapidly growing tech ecosystem.

7 Operating on such a large scale as
8 we do, and innovating as quickly as we do, we need
9 to recruit the most talented engineers in the
10 world. New York is home to thousands of talented
11 technical people, but demand currently outweighs
12 the supply. All the sectors are hungry though,
13 not just for the talent, but for mind share.

14 Cornell excels in research areas
15 like social networks, computer vision, security
16 and distributed systems, all of which are critical
17 to keeping people connected on Facebook.

18 So in addition to the outstanding
19 students, faculty and research, we believe that
20 the Cornell tech culture and a Facebook culture
21 are well aligned. We work in small teams and move
22 fast to develop new products.

23 Cornell tech is already operating
24 like that and we support their efforts, not just
25 for our own interest, but for New York City. The

1
2 startups, the tech community, we all benefit from
3 having Cornell tech thriving in New York.

4 MR. HAGOSE MERACATAUB: Hello my
5 name's Hagose Meracataub and I'm a senior director
6 of talent acquisition at Apnexus Incorporated. We
7 already New York City founded and New York City-
8 based technology company. Our area of focus is
9 online advertising technology.

10 Over the course of the last five
11 and half years when we were founded we have
12 experienced tremendous growth in a number of
13 areas, most notably in the number of employees we
14 have. We are currently about 500 employees and
15 we've been more than doubling in size every year
16 for the last three years and expect that trend to
17 continue.

18 Needless to say the success of
19 businesses such as ours hinges upon our access to
20 world-class technical talent to design, build,
21 operate and maintain our technology.

22 We currently search far and wide,
23 globally to import this talent from other areas
24 with deeper quote unquote "pools" of technical
25 talent.

1
2 It's for that reason and for the
3 reason that I love and support this great city,
4 that I would like to emphasize the need to attract
5 as many science technology, engineering and
6 mathematics graduate students to New York City as
7 soon as possible in order to support businesses
8 like Apnexus and others that are looking to grow
9 and higher.

10 We feel very, very strongly that an
11 institution such as this would greatly help us in
12 our ability to recruit and retain top technical
13 talent and greatly support this endeavor. Thank
14 you very much.

15 MR. SETH BORNSTEIN: I'm Seth
16 Bornstein, the Executive Director of the Queens
17 Economic Development Corporation. Creating and
18 retaining jobs in Queens is the mission of the
19 Queens EDC.

20 As such the development of the
21 Cornell New York City project, - - project will
22 create up to new commerce and education, which are
23 vital to our boroughs growth, and our cities
24 growth, and the region's growth.

25 The only indicator of a city - the

1
2 success of a city is people want to be here. We
3 are so delighted to be part of this project
4 because it really shows the value called a lot our
5 borough is, what our city is.

6 The question Queens is especially
7 is a neighborhood that is increasingly desirable
8 for businesses, residents and retailers. Queens
9 Economic Development, two years ago, opened a
10 small incubator, just a little tiny incubator,
11 nothing compared to what Cornell's going to be
12 having, and the demand and the desire of people to
13 be in this part of Queens is just phenomenal. We
14 believe and welcome on the innovation that can be
15 in Queens because it only makes a difference.

16 Without increased commerce there's
17 no job gains. New business creates employment up
18 to every single level, and this would definitely
19 be the case for this project, whether it's
20 technicians that might - people here at the table
21 talked about, people that work for them in the
22 service trade, it helps everybody, the rising
23 helps everybody in Queens.

24 It'll increase the tax base. For
25 years Queens and the city is, you know high tech

1
2 businesses go elsewhere. This is an opportunity,
3 where on the cusp of something on the very cutting
4 edge in the city, in this borough and we're
5 delighted to be part of it.

6 And - - remember years ago Long
7 Island City was known for storage units to
8 warehouses and some unsavory places in the
9 borough. It was just - - like big plots of land,
10 sea storage unit building with four jobs
11 [phonetic] and 4000 square feet.

12 To think that someday these
13 buildings would be transformed to working
14 opportunities for people to start their
15 businesses, especially on people in - -
16 neighborhood because with the growth in Long
17 Island City and Western Queens there's 5000 new
18 units of housing on the waterfront there.

19 A lot of jobs, but people want to
20 stay and this gives us the opportunity to keep
21 people in Queens and really grow our industry. So
22 I look forward to working with the state - - on
23 this project. Thank you.

24 COUNCIL MEMBER LAPPIN: Thank you.
25 The next panel will be Sherry Helstein [phonetic],

1
2 Mark Lyon, Alley Shwaley and Matthew Katz. I
3 can't read that from here Sherry. They won't let
4 you - just what does it say? Oh, he won't let
5 you. I've been to Roosevelt Island. Got it.
6 Okay. Great. Yes, she will. I just wanted to
7 see what it said. Okay, who's first?

8 MS. SHERRY HELSTEIN: Good
9 afternoon. My name is Sherry Helstein and I've
10 served for 10 years as the Roosevelt Island
11 residents Association common Council secretary, as
12 well as an elected councilmember for 14 and a half
13 years. I am now retired.

14 First thing I want to do is thank
15 the Cornell folks for the new update on the
16 barging issue, but Rick would like specific
17 numbers and a commitment in writing regarding the
18 barging, and anything else that they've promised,
19 but we haven't seen in writing.

20 I'm speaking to the issue of the
21 massive truck numbers, truck tips Cornell Tech
22 Neon predicted it would for demolition and
23 construction at their site.

24 According to calculations contained
25 in the FEIS, the number of expected trips on our

1
2 one and only street will average one construction
3 truck every four and a half minutes throughout the
4 day, day after day for 25 years.

5 Our easily congested Main Street
6 must not be made subject to this proposed constant
7 barrage of trucks. Cornels own estimate combining
8 harbor barging with roll on, roll off ferries
9 reduces truck traffic by up to 55%. But when they
10 calculated using only one option or the other, the
11 percentage drops two or at below, two at or below
12 25%.

13 The added noise that barging and
14 ferrying will create at the site of the
15 development versus trucking up and down Roosevelt
16 Island is much preferred by Roosevelt Islanders.

17 Keeping the noise, inconvenience
18 and potential for walkway shutdowns at Cornell
19 Tech Neon's remote site would be understandably
20 more desirable to resident - to Island residents
21 than the pollution, traffic, noise and danger
22 associated with major truck traffic running
23 constantly and continually through the most
24 densely populated area of the island.

25 The trucking problem hits hard at

1
2 our community as it will impact where the majority
3 of residents reside. The appropriate way to build
4 on an island is to use surrounding waterway for
5 access, common and commercial sense. It's very
6 short what I have left.

7 With construction of the FDR
8 Memorial just south of Cornell tech neon's
9 project, Franklin and Eleanor Roosevelt Institute
10 proved that with barging of marble and other heavy
11 construction materials, building on Roosevelt
12 Island can be done smartly and with much less
13 intrusion to our community.

14 Appropriate mitigation for the
15 problem is trucking on Roosevelt Island is now
16 your hands. We ask the city Council to insist on
17 barging and/or ferrying all debris and
18 construction materials, and to limit Island truck
19 trips to 10 per day. Thank you for your efforts
20 on our behalf. Please don't truck Roosevelt
21 island.

22 MR. MARK LYON: Hello. My name is
23 Mark Lyon. I live on Roosevelt Island. I'm a
24 board member of the Roosevelt Island Community
25 Coalition and I participate in the Roosevelt

1
2 Island Residents Association.

3 The Goldwater Hospital site is
4 known to contain hazardous materials. In addition
5 to standard hazards found in buildings of their
6 age, the ground below the hospital contains heavy
7 metals and dangerous organic compounds.

8 Removing these materials by truck
9 along our single, narrow road risks exposing the
10 residents of Roosevelt Island, Queens and
11 Manhattan to these toxic substances.

12 The construction site is located
13 close to several parks and recreational
14 facilities, including those used by children,
15 seniors and the disabled.

16 For the protection of those near
17 the construction site and along the removal path
18 is important that an independent air, water and
19 noise monitoring program be implemented.

20 Additionally as vitally important
21 that Cornell replace as many truck trips as
22 practicable with barge deliveries. The project
23 site is uniquely suited to barge transit. Using
24 our waterways to transport materials will almost
25 completely eliminate many of the most significant

1 environmental concerns with the development.

2 The purpose of the state
3 Environmental Quality Review Act and its related
4 legislation is to declare a state policy, which
5 will encourage productive and an enjoyable harmony
6 between man and his environment, and to promote
7 efforts that will prevent and eliminate damage to
8 the environment and enhance human and community
9 resources.
10

11 That essential function is process
12 is to incorporate environmental considerations
13 directly, and the government decision-making
14 process as early as possible so it remains
15 practical to modify a proposed project in order to
16 mitigate adverse environmental effects.

17 The decision before you today
18 represents one of the most important points in
19 this process. If the Council allows the project
20 to move forward without a firm commitment from
21 Cornell regarding these important environmental
22 issues, relating to demolition, construction and
23 operation of the project site, we will likely find
24 that the hour is too late, the plans are too firm,
25 and that the needs of the community are too small

1
2 a priority when compared with the desire to finish
3 and complete the project.

4 MR. ALLEY SHWAREY: My name is Alley
5 Shwarey and I have lived on Roosevelt Island since
6 1977. I'm a retired physician my specialty is
7 pulmonary and preventive medicine.

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

12 Construction of the Cornell campus,
13 as well as the first of three large residential
14 buildings, will start next year with completion in
15 about 25 years.

16 The current plan, as detailed in
17 the environmental impact statement, called for
18 using heavy diesel burning trucks to remove debris
19 and bring in construction material.

20 A conservative estimate envisions
21 an average of 74 single truck trips per day, and a
22 total of more than 75,000 trips for the next four
23 years.

24 Diesel exhaust contains about 40
25 harmful chemicals, many of them carcinogenic such

1
2 as benzene, toluene and styrene. It also contains
3 five particulate matter which is a major component
4 of soot. As we breathe, the toxic gases and
5 microscopic particles are drawn deep into the
6 lungs and contribute to a range of acute health
7 problems such as headache, coughing, nausea,
8 dizziness and irritation of the eyes and throat.

9 Long-term exposure can lead to
10 chronic, more serious health problems such as lung
11 cancer, cardiovascular disease, as well as
12 exacerbation of asthma, chronic bronchitis and
13 emphysema.

14 Because of our street is surrounded
15 by buildings creating what's called a canyon the
16 fact, these toxic gases will no longer disperse -
17 will take longer to disperse and thoughts exposing
18 Island residents these pollutants for longer
19 periods of time. Children, the elderly and people
20 with heart and lung problems are at risk.

21 COUNCIL MEMBER LAPPIN: I have to
22 ask you to wrap up.

23 MR. SHWAREY: Okay, I'm wrapping.
24 To mitigate these health risks Cornell should
25 seriously commit to the use of barges and truck

1
2 ferries instead of diesel burning trucks. The
3 risks are safety, health and quality of life are
4 two great for us to remain passive and silent
5 while the solution is readily available. Thank
6 you.

7 COUNCIL MEMBER LAPPIN: Thank you.
8 Matthew.

9 MR. MATTHEW KATZ: Good afternoon.
10 My name is Matthew Katz and I've served on the
11 Roosevelt Island Residents Association since 1997,
12 eight years as president, elected island wide to
13 four two-year terms. Currently I'm a director of
14 the Roosevelt Island Community Coalition and I'm
15 here today in that capacity.

16 Today I wish to address the
17 population figures in the FEIS which are critical
18 in terms of assessing the concentration of new
19 residents, i.e. students, faculty and
20 administration, but particularly transients, that
21 is co-locators, business people who will commit
22 daily to Roosevelt island, as well as visitors to
23 the campus. Both groups will be using Island
24 services and infrastructure, and the population
25 projections will determine the anticipated stress

1
2 on our community.

3 The complex at full build out will
4 comprise 2.13,000,000 square feet of which 1.4
5 6,000,000 square feet will be utilized by
6 academics, residences and central utilities. This
7 leaves 695,000 square feet set aside for corporate
8 co-location enterprises, retail facilities, a
9 conference center and a hotel.

10 That transient population will
11 comprise fully one third of the total population.
12 Again, these co-location managers, clients and
13 workers, conference center attendees, hotel guests
14 and campus visitors will be a transient explosion
15 that will greatly increase the estimated
16 population figures delineated in the FEIS. They
17 will not reside on campus and will contribute most
18 heavily to the traffic and transportation issues
19 then in some locations are already beyond
20 mitigation.

21 Our F train and aerial tramway are
22 already sardine cans during rush hours. The
23 assumptions for both co-location sites and for
24 academic space are at best unexplained, and at
25 worst inaccurate, causing increased environmental

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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.

COUNCIL MEMBER LAPPIN: Thank you. The next panel. I want to try to get through the Roosevelt Islanders before I have to go. So, we're going to bring up Joyce Vinchef [phonetic], Jonathan Calkin [phonetic], Ellen Polivey [phonetic] and Dave Evens. Don't be shy, I know you're not.

MS. JOYCE VINCHEF: Is that on? It is on. Okay, now all I had to do is remember my glasses today, which I didn't. My writing's gotten smaller and smaller. I want to just express first that it's an honor to be speaking to the council today and to express our appreciation to, in particular to our wonderful Councilwoman Jessica Lappin for her dedication to our community.

I'm Joyce Vinchef, I'm a 37 year resident of Roosevelt Island. I function as the

1
2 Director of the New York Junior Tennis and
3 Learning for 24 years, and I've also been the
4 director of the Island's beacon program, so I'm
5 somewhat aware of the facilities for recreation
6 that are available on Roosevelt Island.

7 We are striving to maintain the
8 quality of life given finite limits to space and
9 facilities. We don't get a second chance to
10 instill character in our children through
11 appropriate recreational opportunities. Although
12 both Cornell and Tech Neon have educated many
13 rocket scientists, you don't have to be a rocket
14 scientist to know that a 50% population growth
15 will have a huge impact. It's just common sense.

16 Our facilities are not paid for by
17 the state or the city. And Cornell Tech Neon has
18 not provided a single dime to expand our
19 recreational facilities, or take care of any of
20 the population explosion that will occur on
21 Roosevelt Island.

22 In addition to opening the door to
23 the potential for terrorism, a 50% increase in our
24 population will have a huge impact on our public
25 safety department. Our public safety department

1
2 are the first responders for Island emergencies.

3 As a mitigation, we are kindly
4 asking the council consider the city providing
5 additional funding for recreational facilities and
6 public safety, not just New York PD, for Roosevelt
7 Island. Thank you for your consideration.

8 MR. JONATHAN CALKIN: My name is
9 Jonathan Calkin, I'm co-chair of the Roosevelt
10 Island Community Coalition. I'm also a former
11 board member at Rioc, and also a former Chair of
12 the Realistate and Operations Committee at Rioc.

13 I will try to get as specific as
14 possible of what the city council can do to help
15 both roads of our island in Queens. Very
16 specifically, as far as our trash infrastructure
17 we have a very high state of the art avac system.
18 I know that it's very controversial right now,
19 whether a borough should handle their own trash, I
20 know the Marine Transfer Station is a point of
21 contention, especially for our Council Member.

22 We have a system that actually
23 minimizes the amount of trucks, it's actually
24 being studied right now by NYCERTA, to allow for
25 recyclable materials, which I know that the

1
2 council, our Council Member, that's very important
3 as well. So we essentially are using the email,
4 right. We're using high tech form of garbage. We
5 don't want to take a step back, and obviously
6 Cornell, being a high tech university; we would
7 love if they would adopt the avac system.

8 We don't want to go from the email
9 system back to fax machines essentially. One of
10 the ways that city council can help with this,
11 obviously, is very strongly support that Cornell
12 adopt the avac system. Being a lead certified
13 building it would make a lot of sense too,
14 especially if you're having an environmentally
15 friendly building to adopt it, but the city
16 council very specifically can support monetarily.

17 We have New York City trucks that
18 actually truck that garbage off Roosevelt Island,
19 but there's an exception for that, those trucks
20 will not pick up commercial garbage.

21 So even if Cornell adopts the avac
22 system, even if you support the avac system,
23 there'll be an issue as far as funding and also
24 just sort of that exception issue with commercial
25 garbage.

1
2 So I ask the city Council and
3 especially to support both the funding and make an
4 exception to that commercial attractural
5 [phonetic].

6 Secondly, if I could just speak
7 really quickly, as far as funding for the ferry
8 service, this would be very, very helpful for
9 Queens. It's one of the few things that the city
10 can actually subsidize, and we ask that one of the
11 ways to minimize barging on Roosevelt Island would
12 be Island funding for ferry systems both in Queens
13 and then Roosevelt Island. So ask you that you
14 consider that as well. Thank you.

15 MS. ELLEN POLIVEY: I'm Ellen
16 Polivey, the co-chair of the Roosevelt Island
17 Community Coalition. I'm also President of the
18 Residents Association and a member of community
19 board eight.

20 First I want to thank the many
21 hard-working government officials from community
22 board, city planning commission, borough President
23 and now all of you here at City Council, who have
24 worked so diligently to develop an appropriate
25 plan for Cornell's construction.

1
2 As you could imagine Roosevelt
3 Islanders are deeply concerned. We are not the
4 typical community whose borders blend and overlap
5 with the surrounding neighborhoods. We are
6 completely isolated by the East River, we have
7 finite limits of land and the services.

8 While we have committed countless
9 hours to reviewing, negotiating and discussing
10 mitigations on all the issues we brought to light,
11 we have yet to see a meaningful document that
12 gives concrete assurances for the reasonable
13 mitigations we have sought.

14 Number one, we have seen no written
15 commitment to assure us that one congested, or
16 potentially congested thoroughfare will not be
17 besieged by construction traffic.

18 While we have heard projections
19 about barging, nothing has resolved. We have
20 asked for cement mixing at the site to alleviate
21 truck traffic. You'd think we could get a
22 concrete solution about the concrete, but to date
23 absolutely nothing has been carved in stone.

24 Instead of hearing what Roosevelt
25 Islanders know about our parking problems by

1
2 living it, we're at the mercy of folks who have no
3 experience with parking on our streets and in our
4 garage.

5 Number four, we plead for
6 additional policing and bus service in keeping
7 with the added population that Cornell brings, and
8 the added homeland security issues that we - and
9 we have received no assurances.

10 Five, our avac system that vacuums
11 garbage and keeps trucks off the streets have
12 received little attention.

13 Six, our need for added
14 recreational facilities to enable us to live with
15 reasonable quality of life given the huge addition
16 of residents has yet to be addressed in a
17 meaningful way.

18 Roosevelt Islanders are concerned.
19 We are concerned that programs promised will be
20 diluted. We are concerned that despite our
21 suggestions for mitigation and request for very
22 minimal trucking, we will be ignored.

23 We are concerned that the intent to
24 be a good neighbor professed by Cornell can be
25 summed up in their response to our disabled

1
2 associations request for an air conditioner for
3 their van.

4 This multi-trillion dollar
5 institutions answer was no. Thank you.

6 MR. DAVE EVENS: Hello, I'm Dave
7 Evans, it's a pleasure.

8 Let's talk parking. Cornell Tech
9 wants to limit the presence of cars on Roosevelt
10 Island. And so was it the desire of those who
11 actually conceived the island, so we're sort of in
12 agreement with that, but it's not reality.

13 Cornell's idea is that if you limit
14 parking spaces the cars won't come.
15 Unfortunately, this concept doesn't reflect
16 reality either.

17 Only if cars are limited, which
18 they're not, could we have confidence in deploying
19 limited parking. We have a miserable street side
20 parking shortage and a growing problem in our
21 motor gate garage, for a space that's let out to
22 fleets of leased cars, with its administrators,
23 academic staff, students, etc.

24 The Cornell presence will bring
25 some 7000 or more people to the island. Many of

1
2 these people will be transient and will approach
3 the community by car. For them it will be the
4 most feasible means.

5 Instead of limiting traffic,
6 failure to supply sufficient parking will cause
7 additional traffic competing for parking and turn
8 our narrow Main Street into a nightmare.

9 On most of the island parking is
10 available on only one side of the street.
11 Searching for space clogs our only road as drivers
12 must travel its length before they can turn
13 around, and there are no intersections in the most
14 populated areas.

15 The community needs Cornell to
16 place at least 500 spaces at their site to
17 accommodate this traffic.

18 The Environmental Impact Statement
19 calls for up to 500 spaces, this is unreasonably
20 deficient considering the amount and nature of
21 their population increase.

22 The mitigation for this problem is
23 that Cornell be reduced, or be required rather, to
24 place a minimum of 500 spaces at their site and
25 the first phase of construction.

1
2 Also, that they conduct a parking
3 study before beginning any remaining phases of
4 their project in order to determine whether more
5 parking must be built at the motor gate garage.

6 To do otherwise by effectively
7 waiting more than a decade, some 12 years or so,
8 is questionable to the point of being
9 unacceptable.

10 Again, sooner is better in this
11 case. Our operating corporation plans to
12 implement a smart parking system that will display
13 real-time parking options to drivers as they come
14 to the island.

15 Cornell must be required to
16 participate in this system, and the data gained
17 can be used for the studies that will be needed in
18 the future.

19 Our island is counting on your
20 help, and again I thank you.

21 CHAIRPERSON WEPRIN: Thank you very
22 much. We got lucky and didn't have a clock on
23 there, so you got a few extra seconds. Before you
24 leave, Council Member, Comrie, the Chair of the
25 land use committee has some questions, and before

1
2 you speak Leroy I just want to thank Jessica for
3 Chairing while I was across the street had a
4 different hearing, so thank you Jessica Lappin.
5 Council Member Comrie.

6 COUNCIL MEMBER COMRIE: All right,
7 I'm just checking. I just wondered, did you give
8 your testimony in writing to anyone at that
9 particular point, and if you could so, because I'd
10 like to understand all of your concerns. I will
11 be talking with Council Member Lappin, but if I
12 could get your concerns directly, you can either
13 email me or drop them at my office, I'd like to
14 know all of your concerns.

15 They had me scheduled for multiple
16 meetings, so I'm sorry I cannot stay any longer
17 for the hearing. I just want to apologize to the
18 audience. There is a Housing and Buildings
19 hearing. I have the president of a college
20 waiting for me at the office across the street.

21 They think that every meeting can
22 be done in an hour, it just can't so, but I would
23 to know all of your concerns and if you could get
24 them to me in writing I'd appreciate it.

25 MS. POLIVEY: Thank you. They have

1
2 been prepared in writing. I believe we created 15
3 copies of all the statements. I don't know where
4 they are now, but we can certainly get them to you
5 through Councilwoman Lappin if they're not
6 available to you right now.

7 COUNCIL MEMBER LAPPIN: I would be
8 very happy to make sure the Chair has the comments
9 -

10 COUNCIL MEMBER COMRIE:
11 [Interposing] I know she will, I just wanted to
12 publicly let the audience ask and apologize to you
13 because I normally try to stay for all of the
14 major hearings and this is important.

15 And as you heard earlier I do
16 support the concept, but I did ask questions about
17 how it would impact the other side of the island,
18 I did ask of them what they were going to do to
19 try to do improvements for the other side of the
20 island. I think that that's important, so
21 whatever we can do to make that happen.

22 And I don't understand the avac
23 system, so I'm very curious to know what the avac
24 system is. I've been hearing wonderful things
25 about the system and I'd like to know more about

1
2 that as well, so if you could send me that
3 information as well. Thank you very much. Thank
4 you Mr. Chair, sorry I have to run.

5 CHAIRPERSON WEPRIN: Thank you Chair
6 Comrie. Thank you very much for this panel. All
7 right, we're now going to move on to the next
8 panel. I know some people had to leave, so if
9 they're not here we'll keep just calling names.
10 Nancy Brown from Roosevelt Island, Joe Strong,
11 Linda Hymer [phonetic], Mendena Beckmann
12 [phonetic] from PSIS 217, Judy Burley [phonetic],
13 okay, how many do we got so far? Oh my. Okay.
14 All right, we're going to stop there. I think
15 we're going to fill out. Is there a special - do
16 we need anything? Are we okay with this? Her
17 Mike is all right? Okay. You want to start?
18 Great. If you need any help let us know.

19 MS. NANCY BROWN: Hello. My name is
20 Nancy Brown, I am the Vice President of the
21 Roosevelt Island Disabled Association of which
22 there are over 100 members, and I've lived on the
23 island for 37 years in my own apartment.

24 I am frightened by the level of
25 pollution that this community will experience as

1
2 the demolition of Goldwater Hospital and Cornell
3 construction proceeds. There was an environmental
4 study conducted in the year 2000. I recall it
5 saying that Roosevelt Island is already at toxic
6 levels of air quality.

7 Our community is situated so that
8 we are vulnerable on all sides to various kinds of
9 pollution. We are immediately under the
10 Queensboro Bridge and next to the largest
11 electricity generator in New York City, Big Alice.

12 We see the yellow pollution
13 suspended in midair and we wipe the rapid
14 accumulation of dust and particles from our
15 windowsills and furniture.

16 Our single roadways frequently
17 contain idling cars that must stop for traffic
18 congestion. And now, this project will bring us
19 to a whole new level of pollution, from
20 demolition, construction and truck traffic.

21 Roosevelt Island was built to be
22 accessible and to mainstream chronically disabled
23 out of hospitals and into apartments. As you
24 probably know, the lungs of many disabled people
25 are particularly vulnerable as are those of the

1
2 elderly and of young children, who are in great
3 numbers in our community.

4 The mitigation for this problem is
5 valiant. Vigilant and constant air monitoring by
6 an outside third party throughout demolition and
7 construction and minimizing truck trips to 10
8 tracks per day. Thank you for caring about
9 disabled, elderly and young residents.

10 CHAIRPERSON WEPRIN: Thank you very
11 much.

12 MR. JOSEPH STRONG: Hi. My name is
13 Joseph Strong and I was born and raised on
14 Roosevelt Island and I still lived there today.
15 I'm here to represent the youth of Roosevelt
16 Island, and I want to take a moment to highlight
17 the amazing fields, parks and open spaces we have
18 on Roosevelt Island.

19 I grew up knowing my neighbors and
20 making friends at the parks and in the
21 neighborhood programs that exist on Roosevelt
22 Island. We do not want our neighborhood to be
23 sacrificed for progress like Bronx was all those
24 years ago by Robert Moses.

25 Neighborhoods destroyed for roads

1
2 with no consideration for the communities,
3 destroyed for the sake of progress. With your
4 help we can avoid this on Roosevelt Island.

5 We have a special community and we
6 ask that you consider this and make amendments to
7 your approval and require Cornell designate
8 project funds to protect and support our parks,
9 schools and children's programs.

10 We ask that you ask Cornell to add
11 substantially and monetarily to the existing
12 community programs for seniors and the disabled.
13 We ask that Roosevelt Island does not lose the in
14 lieu of tax payments on the land still leased to
15 Rioc, that is the only source of funding for Rioc.

16 The Cornell project will cost the
17 community a great deal. Without compensation from
18 Cornell on the island, residents will bear the
19 burden of the cost of the island's unique
20 infrastructure which comes from our rent and not
21 from our taxes we all pay.

22 Secondly, we have all the people
23 associated with the project jamming already a
24 insensibly trains in our station. Crowded trams
25 will be even more crowded. Just last Friday at

1
2 morning rush-hour train after train went by and we
3 could not get on.

4 Respectively we request your power
5 as city council members to make amendments to the
6 Cornell project and this community.

7 CHAIRPERSON WEPRIN: Thank you.

8 MS. LINDA HYMER: Good afternoon.
9 My name is Linda Hymer. I'm a 32 year resident of
10 Roosevelt Island. I'm on the board of directors
11 of the Roosevelt Island Community Coalition or
12 RICC. And I'm sure you will be happy to know that
13 I'm the final speaker representing RICC.

14 As you've heard from my colleagues,
15 our community is facing severe unresolved
16 problems. The financial situation on Roosevelt
17 Island is unique. Although we pay taxes to city
18 and state we receive limited services from them.

19 The Public Benefit Corporation that
20 runs the island receives its revenues from
21 business and playing the field rentals and the
22 ground rents from the residential buildings.

23 Most of its \$22 million budget
24 comes from middle income and some low income
25 residents. These revenues have to cover almost

1
2 all of the island's infrastructure, transportation
3 and community services.

4 Contrast this with Cornell, which
5 has been given \$100 million by the city of New
6 York to build here, in addition to campus land
7 worth 300 million.

8 They've received donations in the
9 amount of 350 million and 133 million for this
10 project and have a \$5 billion endowment.

11 As a land-grant university, there's
12 supposed to give to the communities in which they
13 build. Cornell has a reputation of doing as
14 little as possible to live up to that mandate.

15 They do contribute 1.5 million in
16 annual pilots to Ithaca, but agreed to do so only
17 after they were forced to by the mayor.

18 With few exceptions they refused to
19 contribute to Roosevelt Island services which will
20 be strained by their presence. Island residents
21 will be subsidizing them.

22 They've been looking into whether
23 barging construction materials were possible since
24 last September, and today we heard an update.

25 Barging was used to build a

1
2 Goldwater Hospital and the FDR Memorial, completed
3 only a year ago, so of course it's possible.

4 They've repeatedly cited expense.
5 It comes down to our health and well-being versus
6 their money. Tracking must be the exception not
7 the rule.

8 While the rest of the city is
9 understandably rejoicing because of the benefits
10 of Cornell will bring, Roosevelt Islanders are
11 forced to bear the brunt of 25 years of demolition
12 and construction with few mitigations in sight.

13 For us this is truly a David versus
14 Goliath situation. David had a slingshot, we have
15 you. We respectfully looked to this body to be
16 our weapon requiring Cornell to sign a binding
17 agreement which will protect our community from
18 being overwhelmed with health hazards and under
19 financial hardship for decades to come.

20 CHAIRPERSON WEPRIN: Thank you.

21 MS. JUDITH BURLEY: Good afternoon.
22 My name is Judith Burley, I'm a 35 year lifer on
23 Roosevelt Island and as you know it's a
24 diversified wonderful community and we want to
25 welcome Cornell Tech there.

1
2 It's a mere sliver in the river and
3 has so many challenges already to make the daily
4 ebb and flow operational.

5 Upon the demolition of Goldwater
6 Hospital and the campus can be accomplished
7 without chaos. If you look at my infamous picture
8 of Goldwater under construction, you have copies
9 over there, the only way to get materials to
10 Roosevelt and Welfare Island in those days was to
11 barge it because there was no bridge, and somehow
12 they managed to build a 1500 bed hospital at that
13 time by barging. You can look at the picture
14 closely and you'll see a cement batching plant
15 next to it.

16 My other concerns are a lack of a
17 seawall repair as you are talking about building
18 this billion-dollar campus. The seawalls did not
19 hold very well and up to the lawn area of the
20 Goldwater Hospital was flooded during hurricane
21 Sandy, and this seems to be just something to
22 slough off.

23 Also, repairs - the street is going
24 to be one car lane, two bike lanes and a 15 foot
25 sidewalk. If you add that up that makes a single

1
2 lane of traffic, and the only way to circulate
3 traffic around the Cornell site is one way. One
4 FedEx truck parking will completely stop all
5 transportation moving on the south end of the
6 island. This has not been thought through. If we
7 have wonderful promenades, and your bikes are
8 welcome on the promenades, we do not need to lanes
9 of bicycles.

10 The preservation of certain
11 materials has been promised by Cornell and so far
12 I'm sure, I will hold them to their feet to the
13 fire including four WPA murals, six tour share
14 lamps outside the hospital on the site.

15 Also the historical society has
16 requesting, and is requesting, archaeological
17 surveys of the site before construction because we
18 know we're going to find some good juicy remains
19 of the penitentiary that was there before us.

20 We look forward to working with
21 Cornell and we do not want this to be a campus in
22 the bubble. Thank you.

23 CHAIRPERSON WEPRIN: Thank you.

24 Last but not least.

25 MS. NINA LUBLAND: Good afternoon.

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2 My name is Nina Lublend [phonetic], I'm a 30 year
3 resident, a newcomer, to Roosevelt Island. I am
4 also the President of the Jewish congregation on
5 the island, but I'm not here to talk to you today
6 about that.

7 A lot of the concerns about the
8 community organizations, and in the things that
9 Cornell is not offering up to us, have already
10 been discussed and will be discussed again.

11 I am here to speak for Mendena
12 [phonetic] Beckman who is the principal PSIS217.
13 She asked us to read this: At our initial meeting
14 with Cornell we discussed several ways in which we
15 hoped they would become involved, particularly in
16 the areas of teacher support, student
17 opportunities and community school development.

18 We came to the mutual conclusion
19 that the upper elementary and middle schools
20 should be a top priority as student retention in
21 the upper grades has historically been a problem.
22 We expressed interest in many of the programs
23 already offered by Cornell such as the development
24 of after school programs, career day options such
25 as the middle school mock application project, and

1
2 in the implementation of honors classes, all of
3 which would play a crucial role in making the
4 middle school a competitive option for students
5 around the city.

6 In addition we looked forward to
7 their involvement in developing the STEM concept
8 as the Cornell campus is on the cutting edge in
9 the areas of science, technology, math,
10 engineering and math.

11 Unfortunately Cornell's response
12 and follow through has been disappointing.
13 Cornell offered to facilitate a part - - with
14 urban advantage, a program that has existed in our
15 school for the past three years, - - Cornell's
16 involvement would be beneficial in this area.

17 In addition, Cornell's now
18 withdrawing their offer to be involved in the
19 science, engineering, math component of STEM, only
20 committing to the technology aspect. At our last
21 meeting, Cathy Dove mentioned they were in the
22 process of hiring staff that would volunteer to
23 assist in hardware and software programming
24 development at our school.

25 We ended that meeting unclear on

1
2 the next steps and nothing has happened since.
3 One program that is receiving follow through is
4 the girls that code program, which offers the
5 opportunity for middle school students to apply
6 for an eight week summer internship. Seven
7 students from PSIS 217 have applied to the
8 program, but as it's only open to students
9 citywide there is no guarantee that they will be
10 accepted into this program. Again, we are
11 uncertain how this program would directly benefit
12 our community.

13 The rest of her remarks have to do
14 with seeking more assurances about what Cornell's
15 commitment to the school will actually be. Kathy
16 sat here a few minutes ago and she said three
17 different times the school is our top priority.
18 Well, I think Miss Beckman is waiting to see what
19 the actual commitments going to be.

20 And I just want to say one other
21 thing as a resident. The irony of my being asked
22 to read this, I'm an early childhood educator. I
23 walk by that school every single day. That school
24 is about to go into what it appears to be its 10th
25 year of reconstruction.

1
2 So, before we even bring a shovel
3 onto the island for Cornell, the city council
4 really, and Cornell, and everybody who is
5 concerned about our kids in that school, needs to
6 find out when the school is going to be finished.

7 CHAIRPERSON WEPRIN: Call your
8 councilmember.

9 MS. NINA LUBLAND: Thank you.

10 CHAIRPERSON WEPRIN: How about,
11 Cornell, free scholarships for everyone at PSIS
12 217. What do you say? Everyone's on their way to
13 Ithaca.

14 COUNCIL MEMBER LAPPIN: In all
15 seriousness, I think we did make some progress on
16 that front today. I hope you will communicate
17 that to when Mendena and ask her to be as
18 responsive as possible over the next 48 hours.

19 Some of the concerns that she had
20 raised with me are what I raised with them which
21 they did commit to today in terms of professional
22 development and after school programs and other
23 things. But we do need her to be responsive and
24 available over the next 48 hours to talk more.

25 CHAIRPERSON WEPRIN: Pretty good.

1
2 She's tough that Jessica Lappin. She says it, it
3 gets done. All right, I want to call the next
4 panel. Efthatha [phonetic] Tomopolus from Abney,
5 Jack Friedman, or whoever's here representing Jack
6 Friedman from the Queens Chamber of Commerce,
7 Michael Simas [phonetic] from the Partnership for
8 New York, Paul O'Connor from the buildings trades
9 and Angie Halwack [phonetic] who I saw sitting on
10 the sidelines. How many we end up with after five
11 names? All here? One more? All right, we got
12 four. All right, whenever you're ready. If Sue
13 Purvis [phonetic] is here we could bring her up as
14 well. Is Ms. Purvis here? Okay, you can come
15 join us. I missed the sign so I don't know what
16 they are, but you can move them. Angie do you
17 want to start?

18 MR. ANDREW HALWACK: Good afternoon
19 chairman and members of the council and committee.
20 My name is Andrew Halwack, I'm a Vice President of
21 the New York Building Congress. We are a
22 membership organization that design building and
23 real estate industry and also a civic organization
24 that is deeply invested in the economic and
25 community life of the city, and in that capacity

1
2 we're here to strongly endorse Cornell New York
3 City Tech as a project.

4 It's a long time coming, the city
5 has for a long time become increasing more reliant
6 on the fire and real estate industry and the
7 healthcare sectors.

8 This is really sort of the
9 culmination of years of effort on a part of the
10 Bloomberg administration. Our higher education
11 institutions and the private sector to establish a
12 true sort of the third path for the city where
13 we're finally having a new pillar to stand on.

14 So this really will be an
15 opportunity for the next century, really, in the
16 city. So we endorse it. We do ask you to
17 consider the concerns of the residents, but that
18 should not stop this project in any way. Thank
19 you.

20 MR. MIKE SIMAS: Mike Simas
21 Executive Vice President from the Partnership for
22 New York City. We represent the city's business
23 leadership and the strongly support the Cornell
24 Tech project.

25 We released the jobs of blueprint

1
2 earlier this month which identified some of the
3 challenges the cities facing over the next 10
4 years. One of those key challenges is producing
5 the right employment base that employers need in
6 the city.

7 We have a lot of startup activity
8 here, but not a lot of it has scaled in the last
9 10 years. We haven't had one company with 50 or
10 more employees in that increase over the last
11 decade. So it's a fact that's driven by the lack
12 of talent that these engineering companies need.

13 We don't produce enough STEM
14 graduates; I think a lot of folks have talked
15 about that today. When you look at our
16 competitors in Austin and Boston and other
17 innovation cities, there at 16% of degrees in
18 STEM, we are at 11.

19 So this project is a real solution
20 to that problem for the city moving forward. We
21 think it's critically important to the city's
22 economic development over the next decade and the
23 strongly urge your approval of the project. Thank
24 you.

25 CHAIRPERSON WEPRIN: Thank you.

1
2 MR. PAUL O'CONNOR: Good afternoon
3 Chairman Weprin and distinguished members of the
4 committee. My name is Paul O'Connor, I am a
5 business agent for Plumbers Local One and
6 represent over 15 national and international
7 affiliates and over 100,000 members that work in
8 the five boroughs of New York City.

9 We are pleased to testify in
10 support of the application by Cornell University
11 and the New York Economic Development Core. To
12 allow the development of Cornell New York City
13 tech campus which ultimately includes two point
14 1,000,000 square feet of academic space, research
15 development facilities, housing and public
16 accessible open space.

17 This project enjoys strong support
18 from organized to labor in the building
19 construction trades. Its investment will create
20 thousands of construction jobs at a time when it's
21 desperately needed. It will also dramatically
22 improve the city's ability to attract and develop
23 talent in the field that are driving the creation
24 of the best jobs for the future of the United
25 States and our local economy.

1
2 Employment in construction and New
3 York City based on the most recent data of 2012
4 remains almost 24,000 jobs shy from its peak in
5 2008, and it's the lowest since 1998.

6 Recovery in our industry has been
7 slow. Everywhere there is a project that can
8 contribute to putting our members to work of our
9 affiliated unions, and others back to work,
10 therefore critical to strengthening our
11 employment, outlook and overall health of the
12 city's economy.

13 We therefore urge the committee to
14 approve and support the application needed to
15 allow this project to go forward. Thank you.

16 CHAIRPERSON WEPRIN: Thank you.

17 MR. ERIC ABRAMS: Eric Abrams,
18 Queens Chamber of Commerce, speaking on behalf of
19 Jack Friedman.

20 The Queens Chamber of Commerce is
21 pleased to offer continued support to Cornell's
22 efforts to build a world-class applied sciences
23 campus on Roosevelt Island New York City, because
24 we believe this project will provide a significant
25 opportunity for job growth throughout Western

1
2 Queens and a economic boon for New York City.

3 Your support of Cornell University
4 and its academic partner the Tech Neon Israel
5 Institute of Technology even before they were
6 selected by Mayor Bloomberg in December 2011.

7 Cornell's vision, not for Roosevelt
8 Island, but for its deep understanding of the
9 vital role Queens can play in the operation of
10 this campus is to be commended.

11 The research hubs proposed by
12 Cornell played perfectly into New York City's
13 inherent strengths, and we think of great
14 likelihood to generate startup companies that will
15 create and retain jobs in New York, and more
16 specifically in Queens.

17 Cornell Tech will educate the next
18 generation of leaders who will advance technology,
19 generate cutting-edge research that addresses
20 critical issues and the launch companies that will
21 grow New York City economy.

22 As technology companies initiated
23 by Cornell affiliates grow and their space needs
24 increase affordable space for offices, exhibit
25 areas and manufacturing facilities will be

1
2 available only one train stop away from Cornell's
3 Roosevelt Island campus, Long Islands Cities
4 Astoria Sunnyside and other areas of Western
5 Queens.

6 With their affordable and in
7 diverse commercial spaces and vibrant
8 neighborhoods will prove great places for these
9 companies to locate, grow and hire locally.

10 Overall, there will be tens of thousands of
11 permanent jobs created from spin-offs, licenses
12 and corporate growth by Cornell tech graduates.

13 In behalf of the 1200 members of
14 Queens Chamber of Commerce we enthusiastically
15 support Cornell Tech project. Please feel free to
16 contact us should you need any further assistance.
17 Thank you.

18 CHAIRPERSON WEPRIN: Thank you. We
19 have one more person out here. Yeah, it's up to
20 you. Maybe a question, but go ahead.

21 MS. SUE PURVIS: Hi, my name is Sue
22 Purvis, I'm at the innovation and outreach
23 coordinator for the United States patent and
24 trademark office here in the New York City region,
25 and I represent the Department of Commerce.

1
2 So, in an effort to diversify the
3 city's economy, the Bloomberg administration and
4 the New York EDC launched the applied sciences
5 initiative, which attracted some of the world's
6 leading tech schools.

7 Cornell University and its partner
8 Tech Neon Israel were selected to build the campus
9 on Roosevelt Island, educating the next generation
10 of leaders who will advance technology, generate
11 cutting-edge research and the launch companies
12 that will grow the New York City economy.

13 In just over a year, after awarded
14 the RFP, the Tech campus welcomed its first beta
15 class of the Masters of engineering students in
16 computer science with additional Masters programs
17 forthcoming, and PhD students are already on
18 campus.

19 Cornell Tech is also the support of
20 the New York City tech community as evidenced by
21 Google's generously donating space to house the
22 campus for the next five years prior to its
23 completion on Roosevelt Island.

24 I am actually here in New York
25 because of the groundbreaking partnership the US

1
2 Department of Commerce announced with Cornell to
3 install a permanent staff member at the Cornell
4 Tech campus, ringing the full suite of Department
5 of Commerce resources to New York City. These
6 tools are available to the entire of New York City
7 community.

8 The economic impact of the campus
9 is clear. With anticipation of tens of thousands
10 of permanent jobs created from spin-offs,
11 licensing and the corporate growth by the Cornell
12 Tech graduates.

13 Thousands of temporary construction
14 jobs and permanent jobs for campus operations,
15 also Cornell University has set a goal to hire 15%
16 of new employees who are currently earning below
17 the poverty line.

18 And concurrent with building of the
19 campus, Cornell is committed to investing \$150
20 million over 30 years in New York's tech startups
21 and partnership venture with venture capitalists.

22 Comparing this to campuses around
23 the world, they have spun off businesses and other
24 companies and have located to proximity of these
25 campuses.

1
2 And in conclusion, I would like to
3 say that we strongly support Cornell NYC Tech and
4 urge the city Council to vote in favor of this
5 project.

6 CHAIRPERSON WEPRIN: Thank you very
7 much. Ms. Lapin any questions? Seeing none.
8 Thank you all very much. Sorry to keep you
9 waiting. Let me call up Geronimo Saldana
10 [phonetic], Rabbi Duchman [phonetic] and Michael
11 Halpin [phonetic], and then we have one more panel
12 after this. Again, I apologize for keeping
13 everyone waiting. I know it's been a long day, a
14 lot of items. Are you all by yourself now?
15 Anybody else left? Rabbi is here, or left? Left.
16 Mike Halpin? All right, is Mike here? Okay,
17 you've got a show to yourself for a second.

18 MR. MIKE HALPIN: Thank you so much.
19 On behalf of the 70,000 SA local - - members that
20 live and work in New York, I'm here today to
21 express our support for Cornell University's plan
22 New York City Tech campus.

23 Cornell has promised that the new
24 campus will result in thousands of permanent job
25 opportunities with good wages and benefits. These

1
2 will help New York families survive in these tough
3 times while spurring economic growth.

4 Cornell has pledged that 15% of the
5 new employees will be drawn from members of our
6 community that are currently living below poverty.

7 The new campus will also provide
8 educational opportunities with an emphasis on
9 sustainability, and will further strengthen New
10 York's growing tech industry. In fact, the
11 proposed project has already triggered investment
12 from tech powerhouses like Google, which has
13 donated space for the first five years in support
14 of the initiative.

15 While the project is under
16 construction, Cornell has worked with the
17 community to reduce potential truck trips for
18 materials by up to 50% by utilizing barging where
19 possible.

20 Once built, the Institute will
21 serve the community with two point 1,000,000
22 square foot campus that is open to the public, and
23 the programming for seniors, residents of the
24 Roosevelt Island community, 10,000 New York City
25 children and hundreds of teachers.

1
2 As we all know, not every
3 institution is committed to the creation of high-
4 quality jobs that allow workers to care for their
5 families and to thrive in our city, all while
6 working in close conjunction with the community.

7 But Cornell is committed; it's
8 creating quality jobs with blue-collar and white-
9 collar. Tens of thousands of new permanent jobs
10 will be generated and that will have a positive
11 impact for all New Yorkers.

12 We need to support responsible
13 community partners like Cornell and recognize
14 projects like this one that will help building
15 service workers at this project. The janitors,
16 residential workers and security offers that help
17 an institution of this level run earn the wages
18 and benefits they need to get a foothold in the
19 middle class.

20 For these reasons we strongly
21 support the Cornell New York City tech project and
22 urge the New York City Council to vote in favor.
23 Thank you so much.

24 CHAIRPERSON WEPRIN: Thank you so
25 much. Anybody? No questions? Thank you. Now

1
2 I'd like to call up Sharon Pope, Jeffrey Escobar,
3 Saul Nadell [phonetic] and Larry Parness
4 [phonetic]. Is there anyone else here who wants
5 to testify whose name we haven't called? No? All
6 right, you know what they say about last but not
7 least right? Okay. I spent my whole life
8 thinking that was my last name, last but not least
9 Mark Weprin. Anyway, whoever wants to go first go
10 ahead.

11 MR. SAUL NADELL: Hi. Thank you
12 Council members. My name is Saul Nadell, I'm here
13 today as both the Roosevelt Island Director for
14 city Council candidate Benjamin Calos [phonetic]
15 and as a lifelong resident of Roosevelt island to
16 seek out solutions for a better city.

17 We ask that you consider the
18 following amendments when approving the Eurlip
19 application. Require Cornell NYC Tech to be truly
20 sustainable by supporting its own infrastructure,
21 direct tax revenues from businesses on the Cornell
22 campus to Rioc, require transportation permits
23 ahead of Cornell's moving day, support local
24 renewable energy to Cornell's applied sciences
25 mandate, require Cornell to utilize the

1
2 sustainable waste management plan that includes
3 supporting and extending the existing avac system.

4 Following our testimony on February
5 6th before the city planning commission, some of
6 the commission's agreed with us. Commissioner
7 Michelle Diller said the following prior to - -
8 quote: "Services on the island are paid for by our
9 residents through ground leases. Although Cornell
10 has agreed to provide private security and pay for
11 a few other things, I am not happy with their
12 exemption for paying for services."

13 I ask that you amend the proposal
14 to require that Cornell NYC Tech pay its fair
15 share to support the local Roosevelt Island
16 infrastructure. The Cornell NYC Tech campus
17 currently plans to include a hotel, corporate co-
18 location and residential housing.

19 Please amend the proposal so that
20 the city receives the same taxes as it would from
21 any other business in New York City directing all
22 revenues to the Rioc - - operate corporations to
23 support local infrastructure.

24 The addition of over 5000 Cornell
25 students, faculty, staff and in nonacademic

1
2 workers will further strengthen Roosevelt Island's
3 infrastructure. Senator Schumer has proposed a -
4 - boat which would expand ferry service to tech
5 hubs including Cornell.

6 The - - boat must be funded next
7 year in the 2014, 2015 fiscal year to be online
8 for Cornell's opening in 2017. I know I'm out of
9 time.

10 In closing, I ask that you consider
11 our testimony and make the amendments that will be
12 the city planning commission and the Roosevelt
13 Island community coalition members are requesting.
14 Thank you.

15 CHAIRPERSON WEPRIN: Thank you.

16 MS. SHARON POPE: Mr. Chairperson,
17 Council Member Lappin, always a pleasure Jessica,
18 and the committee members. My name is Sharon
19 Pope. I am a 36 year Roosevelt Island residents
20 and I am a former president and vice president of
21 the Roosevelt Island residents Association. I am
22 here today representing myself.

23 I wish to acknowledge as well, my
24 friends and colleagues from Roosevelt Island, and
25 especially the Roosevelt Island residents

1
2 Association and also the Roosevelt Island
3 community coalition.

4 Their efforts to ensure that
5 residents influence if not shape roles about
6 island of development proposals such as today's
7 proposal, speaks to the heart of a community's
8 ability to have input in its destiny.

9 Their commitment and sheer
10 determination have been inspiring and we should
11 all be proud of their efforts. As this committee
12 is aware, the proposed bill program for the
13 Cornell Tech Neon project will comprise two
14 decades of heavy construction and implementation.

15 I would like to focus on two points
16 that would, I believe, arise during those two
17 decades. One is waterfront protection and the
18 other is employment preference.

19 In 1992, the Manhattan borough
20 president Ruth Messenger unveiled a grand vision
21 for Manhattan's waterfront, and near continuous
22 publicly assessable esplanade around Manhattan
23 island. However, in 1992 Roosevelt Island already
24 had a near continuous publicly assessable
25 esplanade.

1
2 Through design, construction,
3 development and operation of the campus, residents
4 expect and want that Cornell Tech Neon, that the
5 Cornell Tech Neon project - I just have a couple
6 more points. That the Cornell Tech Neon project
7 maintain an esplanade that is publicly assessable
8 and welcoming to visitors and residents alike 24
9 hours a day, seven days a week.

10 The Cornell project will generate
11 new employment opportunities, and preference
12 should be given to Roosevelt Island residents.
13 More specifically Cornell New York City Tech must
14 train, refer and higher Roosevelt Island
15 residents, minorities and women on Roosevelt
16 Island, in job categories that provide an above
17 average living wage, after all this is New York
18 City, and full health insurance benefits in both
19 construction and on-campus position.

20 Lastly, it is my hope that in your
21 deliberations, you will keep these two issues in
22 mind as you hold these institutions accountable to
23 the rules of that island community. Only then
24 will the construction and operation of the campus
25 will be handled in a way according to Cornell's

1
2 own website that protects, wrist backs and
3 welcomes the rest of the island.

4 I appreciate the opportunity to
5 provide you with comments today on this project.

6 CHAIRPERSON WEPRIN: Thank you.
7 Thank you very much. Next please.

8 MR. JEFFREY ESCOBAR: Good
9 afternoon. If it pleases the Council, my name is
10 Jeffrey Escobar. I'm construction development
11 council at - - , Roosevelt Island resident, but
12 I'm also an appointed member of Manhattan's
13 community board eight, the co-chair of the
14 community boards Roosevelt Island Affairs
15 Committee and also member of the Roosevelt Island
16 Cornell Task Force.

17 I'm also one of the authors of the
18 motion to recommend approval with conditions of
19 the Cornell project. I was also one of the
20 community board members who originally moved the
21 community board to recommend approval of the
22 project with conditions. I originally voted in
23 support of the recommendation to approve.

24 As one of those original authors of
25 the approval motion, as a member of community

1
2 board eight and as member of the task force, if I
3 had known and had the foresight to realize that
4 when this application finally arrived to City Hall
5 for approval, a firm, written, binding commitment
6 from the applicant, which directly and explicitly
7 addresses and resolves the community concerns as
8 raised here during today's testimony and during
9 the other public hearings during the Euler
10 process, and to - - the extensive recommendations,
11 and resolutions, and conditions submitted by
12 community board eight, President Stringer's
13 office, the CPC, I would not have drafted the
14 original motion to approve, much less voted in
15 favor of it.

16 It's disconcerting, disturbing to
17 hear and to understand as of today and that this
18 late of the process that the community continues
19 to feel that the issues they've raised during the
20 initial public hearings, which began over three
21 years ago, continued to be unresolved.

22 The committee continues to feel the
23 applicant has failed to deliver real written in
24 firm binding commitments resolving each and every
25 issue raised.

1
2 The extensive conditions for
3 approval made by community board eight, the
4 borough President's office and the CPC during the
5 Euler process for the last six or seven months,
6 clearly and unequivocally recommended approval if,
7 and only if, the conditions therein were adopted
8 and the issues that were raised were addressed.

9 Neither I, the community board, the
10 president's office, nor the CPC have seen anything
11 that reassures and confirms that this will be the
12 case.

13 In closing, for a project this size
14 and this type, it's very disconcerting as both the
15 Council who regularly represents these type of
16 projects, who's involved with institutions at this
17 and nature, that nothing firm as to what has been
18 raised, no firm commitments have been entered
19 into. And until those issues have been addressed,
20 as a member of community board eight, I would
21 strongly have to suggest that this application be
22 taken looked at again.

23 CHAIRPERSON WEPRIN: Thank you very
24 much. Sir?

25 MR. LARRY PARNES: I guess I'm

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last, huh?

CHAIRPERSON WEPRIN: You're the lucky one. Good luck you know.

MR. PARNES: I'm Larry Parnes, I'm representing community board eight. I'm a resident of Roosevelt Island, my apartment faces the canyon. So, I'll try to be quick.

Melanie Myers pointed out earlier that the city planning commission, and its approval, made modifications that reflected the recommendations of the community board, and we're happy the commission followed those recommendations.

She had a slide that pointed out one recommendation that she did not speak to, and if that was the modification to the disposition application that tied the project and any development site close to an academic development.

Residents on the island, the community board did not want to see something develop there that was not what we looked at.

Commission also recommended that the Council modify the city map amendment to include the community board's recommendation that

1
2 proposed East and West Loop Roads be renamed East
3 and West Main Streets.

4 For almost 40 years I worked at the
5 Department of City Planning and I looked at things
6 from the point of view of the government. I've
7 been on community board eight for three years and
8 have gotten a great appreciation and understanding
9 of the concerns of the residents.

10 Now, we voted in favor of the
11 application with conditions. Residents of the
12 Roosevelt Island community support this
13 application with conditions, so NIMBY is not an
14 issue here, we just hope that you listen to these
15 concerns. Thank you.

16 CHAIRPERSON WEPRIN: Thank you very
17 much. You want to make a statement? Hold on one
18 second.

19 COUNCIL MEMBER LAPPIN: Just because
20 I do want to make clear for the record one more
21 time, and I think I started out the hearing today,
22 that there are five pages worth of commitments
23 that have been made in writing from Cornell. And
24 so I certainly don't want the record to reflect
25 that they have not listened to the community or

1
2 made commitments. And maybe I should go through
3 some of them.

4 Providing space for community
5 groups to meet, be fully compliant with 8080
6 requirements, they're looking at the feasibility
7 of reduce rates for hotel space for island
8 residents, working closely with the school, we
9 talked a lot about that today, work with the - I
10 don't want to read all of these, but I can go
11 through - preserving the Goldwater murals which
12 came up today, a post formal NYC tech employment
13 and subcontracting opportunities and cultural
14 opportunities via email, wire, blog and the local
15 bulletin boards, create a construction task force,
16 which is something that has been raised many, many
17 times.

18 We discussed extensively today how
19 they're going to be monitoring air quality during
20 demolition and excavation. They're hiring an
21 independent third-party monitor. So, I do want to
22 just say that we are not there yet, for my
23 colleague who is still here, and for the Chair.

24 There are some things, significant
25 things that need to be addressed. Barging is

1
2 obviously the biggest one and that is something
3 that we need resolution on before we are going to
4 vote to approve this application. I want to be
5 very clear about that, but I didn't want the
6 record to go without making sure people knew that
7 there certainly have been significant commitments
8 made by Cornell. Not enough, we have some more
9 discussion. There were quite a few issues raised
10 from the residence today. And Mister Chair I look
11 forward to your help, and your assistance, and
12 your support.

13 CHAIRPERSON WEPRIN: I thank you
14 Council member Lappin. You have been a great
15 advocate for your community. On behalf of the
16 Roosevelt Island residents you're lucky to have
17 her, as well as your Assemblyman Michael Kellner
18 who keeps calling who keeps calling us with
19 different things that he wants as well, and
20 working together I'm sure we are going to come to
21 a resolution to make everybody happy.

22 Anyone else here that I didn't
23 call? One last try. All right, with that in mind
24 we are going to close the public hearing on the
25 Cornell site. We will not be voting today, as I

1
2 mentioned. This meeting will be recessed until
3 this Thursday, May 2nd, which is my brother David's
4 birthday for anyone who cares, 9:45 AM across the
5 street at 250 Broadway. It'll be on the 16th floor
6 across the street at 250 Broadway, and we'll be
7 voting on this item as well as the other two items
8 and the other Café that we didn't address today.

9 So with that in mind, I thank you
10 all for your patience and being so cooperative
11 today. I thank you Council member Lappin for
12 helping me chair, and with that in mind the
13 meeting is now recessed. Thank you.

C E R T I F I C A T E

I, Daniel Louk, certify that the foregoing transcript is a true and accurate record of the proceedings. I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

Signature



Date May 16, 2013