

A. INTRODUCTION

This chapter considers the impacts of the proposed Cornell NYC Tech project on urban design and visual resources. The proposed actions would result in the development of up to approximately 2.13 million square feet of new uses on the 12.5-acre site currently occupied by Goldwater Hospital on Roosevelt Island (the Island).

Under the June 2012 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a project area. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis if warranted based on the conclusions of the preliminary assessment. The analysis provided below addresses urban design characteristics and visual resources for existing conditions, the future without the proposed project, and the probable impacts of the proposed project.

As described in greater detail below, while the proposed projects would result in substantial changes to the urban design of the project site and views to visual resources, it would not have any significant adverse impacts related to urban design and visual resources.

B. PRELIMINARY ASSESSMENT

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" in the future without the proposed actions.

To facilitate the redevelopment of the project site, a number of discretionary actions would be required, including zoning map and text amendments, street mapping, and the disposition of city-owned property. The zoning changes would permit the creation of a Special Southern Roosevelt Island District and the establishment of special use, bulk, and public access controls for the rezoning area. Therefore, the proposed actions would be expected to result in physical alterations beyond that allowed by existing zoning, and thus would meet the threshold for a preliminary assessment of urban design and visual resources.

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings.

Detailed analyses also are generally appropriate for area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements, large-scale general developments (LSGDs), or projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance. Conditions that merit consideration for further analysis of visual resources include when the project partially or totally blocks a view corridor or a natural or built visual resource that is rare in the area or considered a defining feature of the neighborhood; or when the project changes urban design features so that the context of a natural or built visual resource is altered (i.e., if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; or if the project removes lawns or other open areas that serve as a setting for the resource).

The proposed project would involve the demolition of the Goldwater Hospital complex, construction of up to 10 new structures on a 12.5-acre site, and could potentially make substantial alterations to the streetscape of the surrounding area by noticeably changing the scale of buildings, compared to the future without the proposed project. The proposed project also would result in changes to the context of and views to the Ed Koch Queensboro Bridge, a visual resource. Therefore, the proposed project would meet the threshold for a detailed assessment of urban design and visual resources. This analysis is provided below.

C. METHODOLOGY

As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. This detailed assessment considers the effects of the proposed actions on the experience of a pedestrian in the study area. The assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the project area, which is collectively formed by the following components:

- Streets—the arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.
- Buildings—a building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage and orientation to the street are important urban design components that define the appearance of the built environment.
- Visual Resources—visual resources include significant natural or built features, including important views corridors, public parks, landmarks structures or districts, or otherwise distinct buildings.
- Open Space—open space includes public and private areas that do not include structures including parks and other landscaped areas, cemeteries, and parking lots.
- Natural Features—natural features include vegetation and geologic and aquatic features that are natural to the area.

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that would result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. The

project site is located on Roosevelt Island within the East River. Therefore, pedestrian wind conditions are also considered.

Consistent with the study area used for the analysis of land use, zoning and public policy, the study area for the urban design and visual resources analysis has been defined as the entirety of Roosevelt Island (see **Figure 8-1**). The study area for visual resources has been extended to consider longer view corridors from Manhattan and Queens (see **Figure 8-2**).

D. EXISTING CONDITIONS

PROJECT SITE AND REZONING AREA

URBAN DESIGN

Currently, the 12.5-acre project site contains the Goldwater Hospital complex, which is located on land owned by the City of New York (Block 1373, Lot 20), and vacant land leased by the City of New York to the Roosevelt Island Operating Corporation (portion of Block 1372, Lot 1) (see **Figure 8-1**). The rezoning area is bounded to the north by RIOC's Sportspark facility, to the south by South Point Park, and to the east and west by the East River. The rezoning area consists of: the project site (described below); a one-way circulation roadway encircling the project site (the loop road); and a concrete seawall, which forms the barrier along the East River to the east and west of the project site. On both sides of the project site, the seawall includes a pedestrian and bicycle promenade, which extends throughout the Island north of South Point Park. The circulation roadway, promenade and seawall are all on property that is owned by the City of New York and controlled by RIOC through a long-term lease.

The Goldwater Hospital complex is comprised of: four chevron-shaped Patient Ward buildings (Buildings A-D), two on each side of the central H-shaped Administration Building (Building E); a rectangular-shaped building at the northern end of the complex (Building F); a more recent, square-shaped building at the southern end of the complex (Building J); and a 2-story (21-foot-tall) corridor structure that connects all of the buildings along a north-south axis (see **Figures 8-3** and **8-4** as well as **Figure 8-1**). The wings of Buildings A-E extend out from this central north-south spine, and in two locations along this axis, the corridor structure widens to create a small rectangular 2-story (21-foot-tall) building. All of the buildings on the project site were constructed in 1939, except for Building J, which was constructed as an extension to the hospital complex in 1971. Buildings A-D are each four stories (48 feet) tall, and each has a small, square, 12-foot-tall mechanical penthouse at the center of its roof (see **View 1** of **Figure 8-5**). These buildings were designed to maximize southern exposure to views and sunlight. They are faced in gray brick that appears faded in most areas, darkened in others, and patched with newer brick in others. Weathered steel balconies are affixed to the southern, eastern, and western facades of the chevron buildings, extending the entire length of these facades. On each wing of the southern facades, these balconies are interrupted by a circular bay extending the full height of the building. The buildings extend out below the first-floor windows to connect the circular bays to the central corridor structure. There are large rectangular windows along the southern facades of the buildings; the windows on the northern facades are smaller. The eastern and western facades are affixed by steel balconies and contain square windows. Some of the buildings have small entrances on the eastern and southern facades.

Building E at the center of the complex contains the main entrance to the hospital on its western side (see **View 2** of **Figure 8-5**). The eastern and western wings of this building are three stories (40 feet) tall, while the highest point of the six-story central portion is approximately 100 feet

tall. Two driveways slope up to the hospital's main entrance, which is marked by a rectangular concrete canopy affixed with the hospital's logo (see View 3 of **Figure 8-6**). The driveways are flanked by white four-foot-tall railings, cobra-head street lamps, and a sidewalk and vegetation on the east side. The two entrances to the driveway are flanked by ornate historical lamps (see View 4 of **Figure 8-6**).

Building J is one and two stories (approximately 38 feet tall at its highest point) and is faced in light gray concrete and brown-colored brick (see View 5 of **Figure 8-7**). On the southern façade of the building—the Activities Building—are two long elevator ramps that provide wheelchair access. Some of the windows on the southern façade contain a modernist stained glass pattern. The building is surrounded on its south, east, and west sides by lawns and trees (see View 6 of **Figure 8-7**).

Building F, the Laboratory and Morgue building, fronts onto an unnamed east-west street that connects Main Street and East Road. It has an entrance from the street with the word "Laboratory" affixed over the entrance and some blue concrete panels on its façade (see View 7 of **Figure 8-8**). The narrow, rectangular building is three stories (28 feet) tall and is otherwise generally of the same appearance as the central corridor structure.

There are hospital signs along Main Street and East Road, at the northern border of the campus property, mounted in vegetated areas (see View 8 of **Figure 8-8**). Also along the border of the property is a tall white storage tank and a brick fence (see Views 9 and 10 of **Figure 8-9**). On the southeast corner of the site, there is pump station that is enclosed by an approximately eight-foot-tall black steel fence (see View 11 of **Figure 8-9**).

The remainder of the project site consists of vacant land that is owned by the City of New York and leased to RIO. On the east side there are paved areas used for parking; on the west side of the hospital facility, the vacant land contains landscaped areas with lawns, benches, bicycle racks, and blue tents for outdoor events, all enclosed by 10-foot-tall black steel fencing.

In total, the project site's six buildings comprise 647,900 gross square feet (gsf) of development. The built floor area ratio (FAR) of the project site is 1.5. As described below, there are only a few lots on Roosevelt Island. The project site buildings are not built to the lot lines of Block 1373, Lot 2, and do not create any streetwalls along the loop road, but rather are set within a campus environment.

The topography of the project site generally slopes downward from west to east, with a high point of 23 feet at approximately the location of the central connecting corridor structure. The majority of winter winds come from the west and northwest, and summer winds come predominantly from the south. Pedestrian activity on the project site is generally light and directly related to the current hospital use and adjacent open space.

VISUAL RESOURCES

According to the *CEQR Technical Manual*, visual resources include significant natural or built features, such as views of the waterfront, public parks, distinctive or landmark structures or districts, or natural resources.

Views of the East River and the Queensboro Bridge, as well as to Manhattan and Queens, are available from numerous vantage points within the project site and rezoning area. On the east side of the project site and rezoning area, views are available of the East River and the Queens waterfront, including high-rise towers and the landmarked Pepsi-Cola sign in Hunters Point and the mixture of historic industrial buildings and new towers, the Silvercup Studios building and

sign, and the visually-prominent Citi Bank tower in Long Island City (see Views 12 and 13 of **Figures 8-10**). From the west side of the project site and rezoning area, views are of the midtown Manhattan skyline (see View 14 of **Figure 8-10**). In some locations, the expansiveness of views from the project site and rezoning area is limited by the substantial tree coverage that surrounds the hospital campus. While the Goldwater Hospital buildings have been identified as historic resources (see Chapter 7, “Historic and Cultural Resources,”), they are not considered visual resources.

STUDY AREA

URBAN DESIGN

The island does not have a regular street grid system, and consequently block shapes on the Island are irregular, and tend to be large with extensive street frontages. There are two primary streets on the Island, both of which run north-south: Main Street, which runs along the west side of the project site from its southern perimeter to Lighthouse Park to the north; and East Road, which runs along the east side of the project site from its southern perimeter to a triangle located north of the subway station, where it merges with Main Street. Streets on Roosevelt Island are generally narrow, and are flanked by concrete curbs and sidewalks.

The Queensboro Bridge acts as a physical divider between the southern portion of the study area and the rest of the Island. In the portion of the Island south of the Queensboro Bridge, the roadway encircling the project site runs one-way, whereas north of the bridge, roadways carry one lane of traffic in each direction (see Views 15 and 16 of **Figure 8-11**). There is substantial pedestrian activity concentrated in the portion of Main Street that extends from the Roosevelt Island Bridge (described below) to the Roosevelt Island subway station, where many retail and community facility uses are concentrated. This portion of Main Street has Central Park-style lampposts, and in the original Northtown residential area (described below), the street and sidewalk is made of masonry pavers (see View 17 of **Figure 8-12**). The remaining roadways have cobra-style lampposts and are made of asphalt. The promenade extends along the east and west sides of the Island, providing a walkway for pedestrians, as well as passive open space (see View 18 of **Figure 8-12**). Roadways experience light vehicular traffic; there is one Metropolitan Transportation Authority (MTA) bus service, and a red bus service provided by RIOC.

Roosevelt Island was developed under a master plan as a traffic-limited residential community. Only a few buildings on the Island were built before the 1969 master plan, and thus the Island’s buildings are predominantly modernist in terms of architectural character. The first phase of Roosevelt Island’s development was called Northtown. It consists of four housing complexes, situated with Main Street as a central spine: Westview, Island House, Rivercross, and Roosevelt Landings (formerly Eastwood). (**Figure 8-13** provides a map indicating the names and locations of the Island’s various developments.) Northtown is located immediately south of the Roosevelt Island Bridge, and approximately 800 feet north of the subway station. Roosevelt Landings is situated on the east side of Main Street, while the other three developments are on the west side of Main Street. Roosevelt Landings and Westwood were designed in a similar modernist style, with most of their height and bulk situated on Main Street, which then decreases in a series of setbacks down towards the waterfront (see View 19 of **Figure 8-14**). Roosevelt Landings consists of four east-west oriented towers with rectangular footprints that are 22 stories (221 feet) along Main Street and five stories (50 feet) by the river. These buildings are interspersed by six five-story (50-foot) north-south buildings, with the buildings enclosing three landscaped courtyard areas. Similarly, Westwood consists of two 18-story (181-foot) east-west oriented towers and one six-story (61-foot) north-south oriented building along Main Street enclosing an

internal landscaped area on all sides except the westerly waterfront. Both of these complexes are faced in brown and gray masonry with red and white trim enclosing square windows (see View 20 of **Figure 8-14**). Rivercross consists of one 19-story (191-foot-tall) building with a roughly J-shaped footprint and a long frontage along Main Street. The building has two wings that decrease in height in a series of setbacks down towards the waterfront. The building is faced in tall rectangular panels of gray cement and has small square and rectangular windows and cantilevered balconies (see View 21 of **Figure 8-15**). Island House is similar in design to Rivercross, with two 20-story (201-foot) bulky towers with roughly T-shaped footprints that are connected along their Main Street frontage, with one wing on each that decrease in height in a series of setbacks towards the waterfront. The Island House buildings are faced in gray concrete and have rectangular windows with gray-yellow panels (see View 22 of **Figure 8-15**). In all of the Northtown housing complexes, retail uses are generally accommodated at the street level.

Immediately north of Northtown is the Northtown Phase II development, which consists of the Manhattan Park development, designed in the postmodern style. Deviating from the Main Street spine design, the development consists of five 21-story (211-foot-tall) buildings with rectangular footprints surrounding a park with gardens and playgrounds (see View 23 of **Figure 8-16**). The buildings are clad in red brick and beige concrete, with light blue metal balconies. North of Manhattan Park, across Ecological Park, is the recently-constructed Octagon residential complex, which consists of two 13-story (125-foot-tall) wings extending from the 108-foot historic Octagon Tower (see View 24 of **Figure 8-16**). The Octagon Tower is clad in gray stone and contains a five-story rotunda that is topped by a mansard dome with windows and a flagpole. The modern wings of the complex are clad in gray masonry and have extensive fenestration.

Southtown, the third phase of the Island's development, consists of six 16-story (160-foot) residential buildings (see View 25 of **Figure 8-17**). These buildings with rectangular footprints are arrayed in a north to south row, with two groups of three towers on either side of an open space area called the Commons. The southernmost tower is faced in glass, gray-brick, and beige and gray masonry; the next tower north to the north is faced with glass and white concrete; the third and fourth towers are faced in red brick with rectangular windows; and the fifth and sixth towers are faced in beige concrete. The Commons contains pathways, seating, and some landscaped areas, and includes access to the Roosevelt Island subway station (see View 26 of **Figure 8-17**). Numerous retail uses are located at the ground floor level of the two towers facing the Commons and the subway station.

The Island contains three major community facility uses in addition to the Goldwater Hospital; these are the Coler Hospital, the RIOC-operated Sportspark recreational facility, and P.S./I.S. 217. The Coler Hospital complex consists of a T-shaped central building and two extensions with multiple wings. The central building is three stories (36 feet) tall and faced in red brick with rectangular windows; the extension buildings are generally five stories (60 feet) tall and also are faced in red brick. The west side of the campus contains the hospital's main entrance, as well as lawns, trees, and vegetated areas. The east side of the campus includes paved parking and loading and storage areas. The Sportspark recreational facility is located immediately north of the Goldwater Hospital site. This facility is comprised of three connected structures: a one-story (up to 20-foot-tall) building with a rectangular footprint and faced in red brick that is located on the south side of the Queensboro Bridge; a one-story (up to 15-foot-tall) boxy concrete building that is painted white and located immediate north of the red-brick building; and a white tennis bubble that is located underneath the bridge and to the north of it (see Views 27 and 28 of **Figure 8-18**). Finally, P.S./I.S. 217 is located on the west side of Main Street, between the Westview and

Manhattan Park developments. This three-story (48-foot-tall) building is faced in glass, brick, concrete, and has rectangular windows (see View 29 of **Figure 8-19**). There are also some boxy, gray masonry-clad, utilitarian service buildings on the Island, including: the Automated Vacuum Collection (AVAC) facility, located north of Motorgate on the east side of Main Street; an FDNY training facility, located immediately north of the AVAC facility; and steam plant, which features two tall smoke stacks, and is located immediately north of the Queensboro Bridge, east of the tram station (see View 30 of **Figure 8-19**).

To the north of Sportspark and the Queensboro Bridge is a block containing the station for the Roosevelt Island tram, a visitor's center, and the steam plant (described above). The tram station is housed in a 50-foot-tall utilitarian metal structure, portions of which are painted in red. The opening to the structure faces west and has two pairs of cables sloping downwards into it, for arriving and departing trams (see View 31 of **Figure 8-20**). A red canopy connects the tram station with the entrance to Sportspark, to the south. West of the station structure, below the pairs of tram cables, is a grass field that contains landscaping and a small one-story visitors center (see View 32 of **Figure 8-20**). The visitor's center is clad in white masonry with ornate cornices and detailing. North of the tramway, the Roosevelt Island subway station is located in the Commons, adjacent to Main Street. The station is a boxy concrete building with a sloping metallic roof and floor to ceiling windows facing Main Street (see View 33 of **Figure 8-21**).

Most of the buildings facing onto Main Street meet the street line; however, as there are also numerous open spaces as well as surface parking lots along the roadway, a strong streetwall only exists in the central core of the Island's development.

There are only a few stand-alone commercial buildings on the Island, as most retail uses are accommodated at the street level of the residential complexes. However, Motorgate is a 6-level (60-foot-tall) concrete parking garage that contains a grocery store and post office at the street level (see View 34 of **Figure 8-21**). The Motorgate complex is located north of the Roosevelt Island Bridge, on the east side of Main Street. The Roosevelt Island Bridge connects the Island to 36th Avenue in Queens. On the Island, the bridge connects to Main Street and the Motorgate garage via a curved concrete access ramp. The bridge itself is a 170-foot tall red steel vertical lift bridge.

One of the defining urban design characteristics of the Island is its substantial open space areas. These include parks operated by RIOC; the waterfront promenade that extends along the east and west sides of the Island; and fields and other open space amenities that are accessory to residential buildings and the two hospital campuses (see **Figure 8-22**). South Point Park, the southernmost park on the Island, contains pathways and natural areas with expansive views of the East River. North of the Queensboro Bridge is Firefighter's Field, and to the west of the field, in the Southtown development is the Commons, a large field with pathways, seating, and vegetated areas. North of Southtown and immediately south of Northtown is Blackwell Park, which contains vegetation, play equipment and courts, and a concrete plaza. North of the Northtown development and south of the Roosevelt Island Bridge is Capobianco Field, a park that contains playing fields and equipment. To the north of the bridge, on the west side of Main Street, is a landscaped public open space with paths and benches in the Manhattan Park development called Northtown Plaza. North of the Manhattan Park development is Ecological Park, which contains playing fields, a restroom facility, community gardens, and tennis courts. North of Ecological Park is Octagon Park, which contains play equipment and a barbeque area. North of the Coler Hospital site, on the northernmost point of the Island, is Lighthouse Park,

which contains lawns, promenade areas, and barbeque areas. These resources are described more thoroughly in Chapter 5, “Open Space.”

As described in Chapter 2, “Land Use, Zoning and Public Policy,” the entire island is zoned R7-2, which supports low apartment buildings on smaller lots and taller buildings with low lot coverage on larger lots; however, all of the Island, except the Goldwater Hospital and Coler Hospital campuses, is under the jurisdiction of RIOC, which can override the city’s zoning resolution. Generally, buildings constructed on the Island are consistent with the FAR of the R7-2 zoning district.

VISUAL RESOURCES

The visual character of Roosevelt Island is defined in large part by the river that encircles it. At its widest point, the approximately two-mile long Island is only 800 feet across, and views of the river are available throughout the Island. Numerous vantage points in the study area offer panoramic views of the East River, Manhattan skyline, Queens waterfront, and Queensboro Bridge. In addition, the northern tip of the Island contains Lighthouse Park, which offers panoramic views of the East River, including the Upper East Side of Manhattan, Randall’s Island, the Robert F. Kennedy-Triborough Bridge, and the Socrates Sculpture Garden in Queens (see Views 35 and 36 of **Figure 8-23**). Neither of the primary streets on Roosevelt Island are considered to be view corridors, however, due to their extensive tree coverage and tall streetwalls that obscure long views.

There are six historic buildings on the Island that, due to their deviation from the characteristic modernist architecture, are considered distinctive visual resources. The most southerly visual resource is the ruin of the Smallpox Hospital. Portions of the stone walls of the Gothic structure are still standing and covered in vegetative overgrowth, while others have deteriorated. Views of the ruin are available from within Southpoint Park (see View 37 of **Figure 8-24**). Strecker Memorial Laboratory is located to the north of the Smallpox Hospital, also within Southpoint Park (see View 38 of **Figure 8-24**). The boxy three-story structure is faced in stone with bronze trim, rectangular windows, and a blue rounded double-door entrance. Used as a pathology laboratory when built in 1892, today the restored structure houses subway electrical infrastructure. Views of the structure are available from within Southpoint Park. Blackwell House, located amidst a concrete plaza and park south of Roosevelt Landings and north of Southtown, is the oldest structure on the Island. Blackwell House is visible at certain vantage points from Main Street, the easterly waterfront promenade, and the surrounding open space (see View 39 of **Figure 8-25**). The Chapel of the Good Shepherd is located on a concrete plaza, between the Rivercross and Island House developments. Views of the stone and red brick-clad, Victorian Gothic church are limited to its immediate surroundings on Main Street, as the church is closely hemmed in by the residential development (see View 22 of **Figure 8-15**). The lighthouse, located on the northernmost tip of the Island, is a 50-foot tall Gothic style stone structure. The lighthouse is visible from certain vantage points along the waterfront promenade, and from within Lighthouse Park (see View 40 of **Figure 8-25**). The sixth visual resource, the Octagon Tower, is described above. It is visible from various vantage points on Main Street and the waterfront promenades.

The remaining visual resources on the Island are the Queensboro Bridge and the aerial tram. Two of the bridge’s 350-foot-high stone anchorages are located at the western and eastern edges of the Island. Views of the bridge are available from points throughout the Island, including certain vantage points on Main Street and the waterfront promenade (see Views 15, 18, 25, 26, and 28 of **Figures 8-11, 8-12, 8-17 and 8-18**). The aerial tram extends 250 feet above the East

River at its tallest point; its cables are supported by a tall metallic tower on the waterfront (see Views 16 and 31 of Figures 8-11 and 8-20). The cars of the tram can be seen from vantage points along the promenade on the west side of the Island, and from portions of Firefighter's Field.

From the east side waterfront promenade in the northern portion of the Island, one can see the Queens waterfront, the Roosevelt Island Bridge, the Queensboro Bridge, and the towers of Hunters Point farther in the distance while facing south, and Halletts Point in Queens and the Robert F. Kennedy-Triborough Bridge farther in the distance while facing north (see Views 41 and 42 of **Figure 8-26**). From the east side waterfront promenade in the southern portion of the Island, one can see the towers of Hunters Point, Queens and the lower Manhattan skyline and Williamsburg Bridge farther in the distance while facing south, and the Queensboro Bridge and Queens waterfront while facing north (see Views 43 and 44 of **Figure 8-27**).

On the west side waterfront promenade in the southern portion of the Island, one can see the midtown Manhattan skyline, including the United Nations building, while facing south, and the Upper East Side of Manhattan, Randall's Island, and the Queensboro Bridge while facing north (see Views 45 and 46 of **Figure 8-28**). On the west side waterfront promenade in the northern portion of the Island, one can see midtown Manhattan, the Westview residential development, and the Queensboro Bridge while facing south; and the Wards Island Bridge, Randall's Island, and the Robert F. Kennedy-Triborough Bridge while facing north (see Views 47 and 48 of **Figure 8-29**).

Along Road 5, the short east-west roadway adjacent to the tram station facing west, one can see the Queensboro Bridge, the tram, and the midtown Manhattan skyline.

Off-Island Study Areas

Views of the project site from the East River waterfront in Manhattan are limited by the dense development on the east side, the United Nations complex, and the Franklin Delano Roosevelt (FDR) Drive. However, the project site is visible from Sutton Place Park, the waterfront promenade between East 51st and 54th Streets, and from East 59th Street, just east of Sutton Place (see View 49 of **Figure 8-30**). The project site also is visible from points along the East River waterfront north of the Queensboro Bridge; however, the project site is more distant in such views, which also include the bridge in the foreground (see View 50 of **Figure 8-30**).

In the views from the Manhattan vantage points south of the Queensboro Bridge, the project site is generally visible and appears institutional and campus-like in its arrangement and type of buildings. Building E is notable as the tallest building on the project site. The twin flagpoles in front of the central buildings are also prominent in these views. Buildings A-D are discernible, while Buildings F and J and the connective corridor structure are generally not distinct. The Queensboro Bridge, and certain tall buildings in Queens (such as Citi Tower), serve as a backdrop in these views.

Views of the project site from the waterfront in Queens are limited by existing waterfront development. However, the project site is visible from two open space resources: Gantry Plaza State Park and Queensbridge Park (see Views 51 and 52 of **Figure 8-31**). Both of these parks are currently undergoing improvements that will increase access to views of the project site when complete. In Gantry State Park, the promenade will expand further north; and in Queensbridge Park, pathways (including one along the waterfront) will be repaved.

In the views from Gantry State Park, the project site is distant, specific buildings are not generally discernible, and the hospital is not easily distinguished from the backdrop of Manhattan. The southernmost portion of the campus is partially obscured by trees in South Point Park. Views of the project site from this location include the Queensboro Bridge above the hospital campus. As in other off-Island views, the project site appears institutional and campus-like in its arrangement and type of buildings.

The project site is also visible from the tram that connects Roosevelt Island to East 61st Street in Manhattan, and runs parallel to the Queensboro Bridge to the north. For most of the trip, the project site is not visible, due to the intervening bridge structure. However, views of the project site are available underneath the bridge as the tram is ascending from the tram station on the Island, and above the bridge at the highest point of the trip (see View 53 of **Figure 8-32**). Buildings D and F are prominent, as is the portion of Building E that is taller than the rest of the campus. Beyond Building D, the rest of the hospital buildings are generally not distinct. The northern boundary of the project site is partially obscured by the Sportspark facility, the western boundary contains trees and green space, and the southern and eastern boundaries are framed by the East River.

E. FUTURE WITHOUT THE PROPOSED PROJECT

2018 ANALYSIS YEAR

PROJECT SITE AND REZONING AREA

In the future No-Action condition, the hospital structures on the project site are assumed to remain as a vacant complex. No changes are expected to the portion of the project site that is currently vacant land, or to the rezoning area. The rezoning area will continue to include a one-way circulation roadway, promenade, and seawall, under the jurisdiction of RIOC. Therefore, no changes to urban design or views to visual resources from the project site and rezoning area would be anticipated.

EFFECTS OF OTHER FUTURE PROJECTS

Two projects are expected to be built on Roosevelt Island by the 2018 analysis year. The Southtown development is expected to expand to include three new residential towers on currently vacant land to the east of the existing Southtown towers; the new towers are anticipated to be approximately 21, 25, and 29 stories in height, or somewhat taller than the existing Southtown development (16 stories or 160 feet). Additionally, Four Freedoms Park, a new RIOC open space at the southernmost tip of the Island that will include a memorial to President Roosevelt, will open in 2012. The Southtown project will change the urban design and visual character of the study area by continuing the existing trend of new residential development on the north side of the Island, making it more densely developed with high-rise towers. The proposed park would provide new public open space opportunities for the Island's residents, workers, and visitors and would enhance the visual experience of the south side of the Island.

2038 ANALYSIS YEAR

The project site and rezoning area are not expected to change in the No-Action condition between 2018 and 2038. In the No-Action condition, the project site is assumed to continue to contain a vacant hospital complex and vacant land, and the rezoning area is assumed to continue to include a one-way circulation roadway, promenade, and seawall, under the jurisdiction of RIOC. No

projects are currently anticipated in the study area between 2018 and 2038. Therefore, no changes to urban design, visual resources, or views to visual resources from the project site or within the rezoning and study areas would be anticipated between 2018 and 2038.

F. PROBABLE IMPACTS OF THE PROPOSED PROJECT

Beginning in 2014, over a period of approximately 24 years, Cornell is proposing to build the following on the project site, which represent the maximum likely development program:

- Three buildings for academic purposes;
- Two residential buildings;
- An Executive Education Center with hotel and conference facilities;
- Three buildings for corporate co-location space;
- One mixed-use building with corporate co-location space at the base and a residential tower rising above;
- Two central utility plants to serve the campus; and
- A minimum of 2.5 acres of publicly-accessible open space.

In total, 10 buildings consisting of approximately 2.13 million gross square feet are anticipated to be developed. A small amount of campus-oriented retail uses would be developed within these buildings to support campus needs; these uses are assumed to include restaurants, cafes, newsstands, and/or bookstores. In addition, up to 500 parking spaces would be provided below-grade at the project site, with 250 spaces in Phase 1 and another 250 spaces by full build. In order to develop the project, the existing Goldwater Hospital buildings would be demolished.

As described in Chapter 1, “Project Description,” the proposed project would require the disposition of city-owned property, rezoning of the project site from R7-2 to C4-5, a map amendment to make the loop road a city street, and the creation of the Special Southern Roosevelt Island District (SSRID) to establish special bulk, use, parking, and waterfront controls for the rezoning area. The change in zoning from R7-2 to C4-5 would not result in a change in the rezoning area’s allowable floor area ratio (FAR), although the regulations of the SSRID would permit a maximum residential FAR of 3.44 without regard to height factor, and a maximum FAR of 3.40 for Use Group 17B (research, experimental, or testing laboratory).

The proposed special district would, however, have lot coverage requirements and height and setback regulations that differ from the underlying proposed zoning district. Specifically, the proposed special district would have aggregate lot coverage restrictions for all buildings. From the base plane to 20 feet above base plane, the maximum lot coverage of all buildings on the project site would be 70 percent. At a height 20-60 feet above the base plane, the maximum lot coverage would be 60 percent. At a height 60-180 feet above the base plane, the maximum lot coverage would be 45 percent, and above 180 feet above base plane, the maximum lot coverage would be 25 percent. This aggregate lot coverage restriction is intended to allow flexibility for the academic and corporate co-location buildings.

The proposed special district also would have height and setback regulations that differ from those of the underlying proposed zoning district. The height and setback regulations would be set in relation to the surrounding loop road. Buildings within 500 feet of the loop road section north of the site would be capped at 320 feet in height, and buildings on the remaining (southern) portion of the project site would be capped at a height of 280 feet. In addition, the distance between buildings would be a minimum of eight feet at a height of up to 180 feet, and a

minimum distance of 60 feet apart above 180 feet. The special district would allow for a waiver of height and setback regulations for a limited percentage of the building walls at the perimeter of the zoning lot, to allow for the placement of buildings to take advantage of solar orientation. Specifically, buildings or other structures may exceed the underlying height and setback regulations for a percentage of the length of each street line of the loop road (65 percent for the northern and southern portions of the loop road, and 35 percent for the western and eastern portions). For the portion of any building or structure that exceeds the underlying height and setback regulations, the maximum height of such portion located within 500 feet of the northern loop road will be 320 feet, exclusive of permitted obstructions allowed by the underlying height and setback regulations, and the maximum height for any such portion on the remainder of the project site will be 280 feet (exclusive of such permitted obstructions).

In addition, the proposed special district would include design requirements for public access areas, including specific design requirements for three public open space areas: a waterfront connection corridor, a central open area, and a north-south connection. The special district also would require that a visual corridor of at least 50 feet be established that could provide views to both the Manhattan and Queens waterfronts.

Lastly, the proposed zoning text would require that a minimum of 20 percent of the lot area of the project site (2.5 acres) would be publicly accessible. The zoning text would include requirements on the phasing of the open space, so that the amount of open space on the project site would increase with development, as well as specific design requirements for three public open space areas: a waterfront connection corridor, a central open space, and a north-south connection. The proposed buildings are intended to frame the new open spaces and would be placed to take advantage of solar orientation and to provide expansive views of Manhattan and Queens.

2018 ANALYSIS YEAR (PHASE 1)

PROJECT SITE AND REZONING AREA

Urban Design

In Phase 1 of the project, the Goldwater Hospital buildings would be demolished and it is assumed that four buildings and a minimum of 1.3 acres of open space would be developed. The buildings would total approximately 790,000 gsf and would be located in the northern portion of the project site (see **Figure 8-33**). They are anticipated to include:

- An academic building approximately 150,000 sf in size that could be up to 8 stories in height;
- A corporate co-location building approximately 150,000 sf in size and that could be up to 8 stories in height;
- A residential building approximately 300,000 sf in size and up to approximately 30 stories (320 feet) in height; and
- An Executive Education Center. This building would be approximately 170,000 sf in size and 17 stories in height.¹

¹ The heights and gross square footages provided are approximate as the project is expected to be refined over time.

The proposed buildings also would include a small amount of campus-oriented retail (approximately 10,000 gsf). A utility plant approximately 20,000 gsf in size and approximately one to two stories (40 feet) in height could be developed adjacent to the residential building.

The specific design of the project site buildings is ongoing, and thus the figures presented in this chapter are reflective of the design under consideration during preparation of the Draft Environmental Impact Statement (DEIS). At this time, the specific designs shown in the figures reflect an academic building that has a 30,150 sf footprint and is five stories tall (approximately 70 feet, 77 feet including the building canopy), which is shorter than the 8-story potential height described above; a corporate co-location building that has a 35,000 sf footprint and is five stories tall (approximately 80 feet), rather than the 8-story potential height described above; a residential building that is 23 stories tall (320 feet, the maximum height allowed) and has a 10,800 sf footprint; an Executive Education Center that is 17 stories tall (200 feet) and has a 20,500 sf footprint; and a utility plant that has a 8,000 sf footprint and is one story tall (15 feet), rather than the 40-foot-tall structure with the 10,000 sf footprint described above. As described in Chapter 1, "Project Description," the proposed special district would provide for flexibility in architectural design within limits established to assure adequate access of light and air to the street and surrounding waterfront open areas, and thus to encourage more attractive and innovative building forms.

Photovoltaic (PV) arrays may be constructed above the roof of the academic building, over a portion of the central spine (creating a canopy), and possibly over the roof of the corporate co-location building. The southern portion of the project site would be developed with a plant nursery and other vegetated surfaces (such as a planted meadow). Approximately 250 parking spaces and service access/loading areas would be developed below-grade, as would a tunnel for utilities.

At a minimum, Phase 1 would develop 1.3 acres of new publicly accessible open space. The new open space would have mixed programming, with some open spaces geared toward more active social engagement and others that would encourage quieter contemplation. The open space network would be designed to encourage movement within the campus. As part of the development of these open spaces, a large quantity of new tree planting is proposed, creating an urban forest that would integrate the campus into its surroundings.

As part of Phase 1, the roadway circling the project site would be widened with temporary construction to provide a functional 32-foot-wide travelway around the project site. The portion of the roadway adjacent to the Phase 1 development would be built to final conditions as the Phase 1 buildings are completed. No changes to the promenade and seawall would result from the proposed project in Phase 1.

With the development of the four proposed buildings, the height and bulk of structures on the project site would change substantially. At approximately eight stories to 320 feet in height and totaling approximately 790,000 gsf, the new buildings would be substantially taller and bulkier than the vacant Goldwater Hospital buildings, which are up to 100 feet in height and in total comprise approximately 647,000 gsf of development. The increased scale, both in terms of bulk and height, of the new buildings on the project site would be a prominent change from the appearance and character of the project site in the No-Action condition. The project site would go from hosting several vacant hospital buildings to being partially occupied by tall, bulky structures. While considerable, this change is not anticipated to be significantly adverse. The total FAR that could be developed on site would not change from the No-Action condition, and the proposed development would comply with the bulk, height, lot coverage, and setback

regulations of the proposed special district. As described below, the proposed development on the project site would be generally consistent with development on the north side of the Island.

The proposed orientation of the buildings to provide extensive daylighting opportunities and expansive, oblique views of Manhattan and Queens is generally consistent with the orientation of the Goldwater Hospital buildings. With the exception of the academic building—which would have a polygonal floorplate—the anticipated rectangular floorplates of the Cornell NYC Tech buildings would be generally similar to the floorplate shapes of the Goldwater Hospital buildings, but would have larger and wider floorplates that would be better suited to accommodate the flexibility appropriate for the proposed academic and corporate co-location uses that are integral to the project. The uses proposed for the new buildings would be complementary to land uses found in the surrounding area. The proposed site plan would not create strong streetwalls along the loop road except near the academic building, but as discussed above, only the central core of the Island’s residential development has a strong streetwall along Main Street.

Compared to the No-Action condition, in the future with the proposed project the visual appearance and thus the pedestrian experience of the project site would change considerably; however, this change would not meet the *CEQR Technical Manual* threshold for a significant adverse urban design impact in that it would not alter the arrangement, appearance, or functionality of the project site or rezoning area such that the alteration would negatively affect a pedestrian’s experience of the area. Rather, instead of a complex of vacant hospital buildings, the pedestrian would experience new buildings with active ground-floor uses, including retail. New open spaces would provide places to rest and play and would visually enhance the experience of walking around the project site. Greater levels of pedestrian activity generated by the proposed uses on the sites would be self-reinforcing, making the project area more inviting and appealing to visit. The interim uses proposed for the southern portion of the project site would help to make these areas appear active in use and integrated with the rest of the developing campus.

The proposed mapping action would make the mapped street pattern consistent with the pedestrian’s current experience of the loop road, and the addition of the bicycle path and sidewalk to the loop road would improve access and circulation to the project site.

As planning for the project and specific designs for the proposed buildings are developed, the potential effects of building massings on pedestrian wind conditions will be evaluated. As necessary, building designs would be adjusted to reduce or eliminate the potential for adverse effects on pedestrian wind conditions.

Overall, the proposed project would enhance the pedestrian’s experience of the development sites and improve the urban design of the project site by replacing vacant buildings and vacant land with new active, mixed-use development.

Visual Resources

As noted above, there are no visual resources located on the project site. With Phase 1 of the proposed project, views of the East River, Manhattan, and Queens would still be available from numerous vantage points within the project site and rezoning area. Furthermore, the special district would require that a visual corridor of at least 50 feet be established through the project site that could provide views to both the Manhattan and Queens waterfronts. As in the No-Action condition, however, the expansiveness of views from the project site and rezoning area would be somewhat limited by the substantial tree coverage that surrounds the project site.

STUDY AREA

Urban Design

The development associated with the proposed project would not result in any changes to the street pattern, block shapes, buildings, or streetscape of the study area. Compared to the No-Action condition, however, in the future with the proposed project the visual appearance of the project site—and thus the pedestrian’s experience of the study area—would change considerably. The portion of the Island south of the Queensboro Bridge would be filled with new, active development. The anticipated orientation of the proposed buildings (generally aligned to true north) would differ from the orientation of those on the north side of the Island, which are more generally aligned with the Manhattan grid. The anticipated rectangular floorplates of the proposed buildings (excepting the academic building) would be consistent with the floorplates of buildings on the remainder of the Island, and the proposed uses would be complementary to those in the surrounding area.

The majority of the buildings to be developed would be consistent with the taller buildings on the north side of the Island, which as described above are generally towers on large, irregular sites within a landscaped setting. At approximately 320 feet in height, the proposed residential building would be taller than any of the buildings that would exist on the Island in the No-Action condition; however, it would be slightly lower than the height of the two Queensboro Bridge stone anchorages on the Island, which are approximately 350 feet tall. The location of the tallest building at the northern edge of the site is intended to link this residential tower to those on the north side of the Island, and to minimize the potential shadowing and wind effects of the structure on the remainder of the proposed buildings and open spaces.

The proposed open spaces would visually enhance the experience of walking around the study area, and would help to integrate the new campus with the rest of the Island. As described above, the proposed mapping action would make the mapped street pattern consistent with the pedestrian’s current experience of the loop road, and the addition of the bicycle path and sidewalk to the loop road would improve access and circulation to the southern portion of the study area.

Visual Resources

In the future with the proposed project, pedestrian-level views in the on- and off-Island portions of the study area would include the more dense development anticipated on the project site. While the context of on-Island views from north and south of the project site would change considerably with the new development, these views are anticipated to be an improvement over the views in the No-Action condition, which would include vacant buildings on the project site. Existing view corridors and views to visual resources along the limited on-Island streets would not be obstructed, except for some views of the Queensboro Bridge anchorages; however, the bridge would remain highly visible throughout the rest of the on-Island study area. Specifically, views from South Point Park to the Queensboro Bridge would be partially obscured, but these views are already partially screened by the existing Goldwater Hospital buildings (see **Figure 8-34**). The waterfront promenade would continue to provide the most expansive views to on- and off-Island resources. The context of the limited views to the visual resources on the north side of the Island is not anticipated to change considerably.

From the more distant off-Island views, it is anticipated that the campus would appear more consistent with the development on the north side of the Island. **Figures 8-35** through **8-39** illustrate these potential off-Island views utilizing the designs under consideration at this time. If developed to the maximum envelope allowed under zoning, the proposed Phase 1 buildings

could be several stories taller (with the exception of the residential building) and bulkier than presented, and thus would be more notable in these views. Views of the Queensboro Bridge from Sutton Place and the East River Esplanade in Manhattan would now include a tall residential building in close proximity to the eastern anchorage, and some elements of the bridge would be partially screened or obscured; however, the proposed building would be less tall than the bridge anchorages, and the various elements of the bridge would continue to be visible from many locations (see Figures 8-35 and 8-36). In views from Queensbridge Park in Queens, the bridge would continue to be the most prominent structure visible in the foreground (see Figure 8-37). The proposed buildings would obscure views to some portions of the Queensboro Bridge from Gantry State Park in Queens; however, the most proximate elements of the bridge structure as it crosses the East River would remain prominently visible (see Figure 8-38). Therefore, while certain views from Gantry State Park would be adversely affected, the loss of these views to portions of the bridge would not constitute a significant adverse impact. In no case would the entire bridge structure be fully blocked from view, and many prominent views of the bridge would remain available. Overall, the changes in views with the proposed project would not result in a significant adverse impact to visual resources.

2038 ANALYSIS YEAR (FULL BUILD)

PROJECT SITE AND REZONING AREA

Urban Design

Between 2018 and 2038, the full build out of the proposed project would add a maximum of 1.34 million gsf of development to the project site, for a total of 2.13 million gsf of development. In 2038 at full build, the project site is assumed to include the Phase 1 buildings and open spaces described above and the following additional buildings:

- Two academic buildings. The second and third academic buildings are assumed to be approximately 175,000 and 245,000 gsf in size, respectively, and would each rise to a height of up to 12 stories in height;
- Two additional corporate co-location buildings. The second and third buildings are assumed to be up to approximately 170,000 and 230,000 gsf in size, respectively, and approximately 10 stories in height;
- One additional residential building. This building is assumed to be 264,000 gsf in size and up to approximately 27 stories (280 feet) in height¹; and
- A mixed use building that comprises corporate co-location space at its base with a residential tower rising above. The base would rise to a height of approximately 45 feet with 90,000 sf of space for the corporate co-location use; the tower would rise to a height of 280 feet and contain another 236,000 sf of residential space.

Another approximately 15,000 gsf of campus-oriented retail would be included on the project site (for a total of 25,000). A second central utility plant would be developed south of the southernmost residential building; it is anticipated to be approximately 20,000 gsf in size and approximately one to two stories (40 feet) in height.

¹ As noted above, the heights and gross square footages provided are approximations only, as the project is expected to be refined over time.

As described above, the specific design of the project site buildings is ongoing, and thus the figures presented in this chapter are reflective of the design under consideration during preparation of the DEIS. At this time, the specific designs shown in the figures for the full build reflect academic buildings that have 21,000 sf and 25,000 sf footprints and are 120 feet (8 stories) and 146 feet (10 stories) tall, respectively, rather than the 12-story potential height described above; corporate co-location buildings that have 20,500 sf and 23,000 sf footprints and are 120 feet (8 stories) and 92 feet (6 stories) tall, respectively, rather than the 10-story potential height described above; and residential buildings that have 10,700 sf and 9,800 sf footprints and are 280 feet (22 and 27 stories) tall, respectively.

The buildings to be developed on the project site between 2018 and 2038 would be developed to the south of the Phase 1 buildings, on the interim use areas. By 2038, the project site would be developed at a higher density (see **Figure 8-40**). As with Phase 1, buildings added to the site by 2038 would be substantially taller than the vacant hospital complex that would occupy the site in the No-Action condition, creating a distinctive and recognizable campus.

In addition to the open spaces developed as part of Phase 1, at full build, there would be a minimum of 1.2 additional acres of open space. In total, the site would contain a minimum of 2.5 acres of open space, which would include both active and passive spaces. It is anticipated that the open spaces could include special features and art works. Site lighting would be incorporate to enhance the pedestrian experience.

At full build, the loop roadway circling the project site would be built out to its mapped right-of-way width (50 feet), with two exceptions: the southeast portion of the roadway, which would have a width of 45 feet so as not to encroach upon the south pump station, and North Loop Road, which would have a width of 56 feet. The typical section of the loop roadway would be configured to have (beginning on the campus side), a 15-foot sidewalk, an 8-foot parking lane, an 11-foot travel lane, a 3-foot buffer, a 10-foot two-way Class II bicycle path with a 3-foot buffer on the outboard side (see Figure 1-8 in Chapter 1, “Project Description”). The bicycle path would provide connections to the parks south of the site as well as to open space and recreation facilities north of the project site. To the north of the loop roadway, additional roadway segments would be mapped to the connection with currently mapped Main Street. These additional segments would be mapped at a width of 50 feet except for the segment of West Main Street just west of the connection with Main Street, which would be mapped with a width of 60 feet.

The proposed project would improve the pedestrian experience on the project site, and maintain pedestrian access to the waterfront. By 2038, the full build out of the proposed project’s design plan would be complete, creating a pedestrian-oriented campus centered on a new outdoor north-south connection that would extend at-grade through the project site. The proposed publicly-accessible open spaces totaling a minimum of 2.5 acres would extend from the edge of the site inward to this spine. The proposed buildings would be organized around both the spine and the network of open spaces, with the main entries to the buildings located along the north-south spine. Overall, the full build out of the proposed project would create a cohesive campus with a mix of complementary uses.

As described above, the potential effects of building massings on pedestrian wind conditions at full build out will be evaluated as planning for the project and specific designs for the proposed buildings are developed. As necessary, building designs would be adjusted to reduce or eliminate the potential for adverse effects on pedestrian wind conditions.

As with Phase 1, the full build out of the proposed project would improve the urban design of the rezoning area by reconstructing the existing roadway with a new bicycle path and sidewalk,

including new plantings. No substantial changes to urban design are expected in the rezoning area between 2018 and 2038.

Visual Resources

There are no visual resources located on the project site. At full build of the proposed project, while the project site would be developed with a new campus of buildings, views of the East River, Manhattan, and Queens would still be available from numerous vantage points within the project site and rezoning area. Furthermore, the special district would require that a visual corridor of at least 50 feet be established through the project site that could provide views to both the Manhattan and Queens waterfronts. As in the No-Action condition, however, the expansiveness of views from the project site and rezoning area would be somewhat limited by the substantial tree coverage that surrounds the project site, which is anticipated to be expanded through the extensive tree planting program.

STUDY AREA

Urban Design

At full build, the development associated with the proposed project would not result in any changes to the urban design of the study area. Compared to the No-Action condition, however, by 2038 the visual appearance of the project site—and thus the pedestrian’s experience of the study area—would change considerably with the proposed project. The portion of the Island south of the Queensboro Bridge would be filled with new, active development. The anticipated orientation of the proposed buildings (generally aligned to true north) would differ from the orientation of those on the north side of the Island, which are more generally aligned with the Manhattan grid. The anticipated rectangular floorplates of the proposed buildings (excepting the academic building) would be consistent with the floorplates of buildings on the remainder of the Island, and the proposed uses would be complementary to those in the surrounding area. At approximately 320 feet in height, the proposed residential building developed in Phase 1 would remain as the tallest building on the Island; however, as noted above, it would be slightly lower than the height of the two Queensboro Bridge anchorages, and its location would minimize its potential shadowing and wind effects on the remainder of the proposed buildings and open spaces. The lack of strong streetwalls at the project site except near the academic building would not be considered a substantial change from the surrounding area; as discussed above, only the central core of the Island’s residential development has a strong streetwall along Main Street.

The completion of the proposed open spaces at full build would visually enhance the experience of walking around the study area, and would help to integrate the new campus with the rest of the Island. The proposed mapping action would make the mapped street pattern consistent with the pedestrian’s current experience of the loop road, and the addition of the bicycle path and sidewalk to the loop road would improve access and circulation to the southern portion of the study area.

Visual Resources

At full build, pedestrian-level views in the on- and off-Island portions of the study area would include the multiple new structures and extensive open spaces anticipated on the project site. While the context of on-Island views to the south would change notably with the full development of the new campus, these views are anticipated to be an improvement over the views in the No-Action condition, which would include vacant buildings on the project site. Existing view corridors and views to visual resources along the limited on-Island streets would

not be obstructed, except for some views of the Queensboro Bridge anchorage (see **Figure 8-41**); however, as described above, the bridge would remain highly visible throughout the rest of the study area. The waterfront promenade would continue to provide the most expansive views to on- and off-Island resources. The context of views of the visual resources on the north side of the Island is not anticipated to change considerably.

From the more distant off-Island views, it is anticipated that the fully-developed campus would appear more consistent with the development on the north side of the Island and adjacent portions of Manhattan. **Figures 8-42** through **8-46** illustrate these potential off-Island views utilizing the designs under consideration at this time. If developed to the maximum envelope allowed under zoning, the buildings on the fully-developed campus could be several stories taller (with the exception of the residential buildings) and bulkier than presented, and thus would be more notable in these views. Some views to towers in the Queens skyline could be obstructed from Manhattan by the fully-developed campus; however, these buildings would still be visible from other viewpoints. Views of the Queensboro Bridge would now include a tall residential building in close proximity, and the proposed tallest buildings could obstruct some views to certain elements of the bridge; however, the proposed buildings would be less tall than the bridge anchorages, and the bridge would continue to be seen from many locations. Furthermore, due to the scale and breadth of the bridge, including the spans that continue east and west beyond Roosevelt Island, the bridge's visual prominence in the study area would not be significantly adversely affected by the full build-out of the project site. Overall, the changes in views with the proposed project—while considerable—would not constitute a significant adverse effect on visual resources.

G. CONCLUSIONS

Overall, while the proposed project would result in substantial changes to the urban design of the project site and views to visual resources, it would not have any significant adverse impacts related to urban design and visual resources.

As described above, the specific design of the project site buildings is ongoing, and thus the figures presented in this chapter are reflective of the design under consideration during preparation of the DEIS, rather than the maximum envelope allowable under zoning. The proposed residential buildings are illustrated in the figures at their maximum allowable height. For the other structures, while the specific form and height of the building could be somewhat different and taller than illustrated—and thus could have a greater presence in surrounding views—the conclusions of the analysis would remain the same, i.e., no significant adverse impacts related to urban design and visual resources would be anticipated. *