

Comment 96: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

The build volumes do not reflect the impacts to downtown travel patterns due to the severing of Cornelia and Lafayette Streets.

Response 96:

The TIS (DEIS Appendix F) did include the redistribution of local traffic due to the closures of portions of Lafayette and Cornelia Streets. Based on discussions with the NYSDOT, the local redistribution was revised and accepted by the NYSDOT before the analysis was revised. The revised analysis is provided in Appendix D to this FEIS Responsiveness Summary.

Comment 97: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

The trip distribution must show use of the Oriskany Street Interchange for trips to and from points south. The expectation is to have the trailblazing for the hospital at the Oriskany Street interchange (blue "H" signs). With the added trips to this ramp system, geometric modifications and signal phasing adjustments may be required at both State Street and Cornelia Street.

Response 97:

The trip distribution of hospital traffic was revised based on discussions with the NYSDOT. The revised distributions were reviewed and accepted by the NYSDOT before the analysis was revised. The trip distribution was also revised, per a NYSDOT request, to include an assumption that 10% of southbound traffic on Genesee Street during both the AM and PM peak hours would actually exit onto Whitesboro Street to Auditorium Drive (a private road) and approach the garage or main hospital entrance via Cornelia Street. The revised analysis is provided in Appendix D to this FEIS Responsiveness Summary.

Comment 98: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

Currently all added trips from points south of Genesee Street are shown as left turns at Court Street where left turns are prohibited. Re-distribute additional lefts from Genesee Street northbound onto Columbia and Lafayette Streets.

Response 98:

See Response 97.

Comment 99: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

At the 375-space parking lot at State & Cornelia, a two-way entrance could be placed on Cornelia Street [NYSDOT meant to say Columbia Street] with a right-in/right-out access on State Street.

Response 99:

Based on discussions with the NYSDOT, the comment is meant to suggest that a full access be placed on Columbia Street and the access on State Street could be right-in/right-out only. The proposed full access on State Street takes advantage of an existing full access driveway. There are currently no curb cuts or driveways on the south side of Columbia Street in this block and the ambulance access to the Emergency Department (ED) is proposed on the north side of Columbia Street on this block. Also, the analysis indicates that the full access on State Street will operate acceptably. Therefore, introducing a new driveway for the MOB parking lot on Columbia Street was not considered.

Comment 100: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

The projected build volumes show a decrease in traffic at the Columbia/Cornelia and State/Lafayette intersections. The need for a traffic signal should be evaluated at these locations.

Response 100:

Based on the roadway closures associated with the Project, some movements at these intersections are eliminated; but based on the revised distributions associated with the Project, the volumes for other movements increase and it is assumed traffic signal control will be required. The NYSDOT acknowledged that this comment is more for the City to analyze and remove any signals that may not be necessary based on changes to signal operations within the study area.

Comment 101: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

The intersections of Court Street/N-S Arterial Ramps and Court/State Street do not appear to be analyzed properly. The full Court Street/Ramp interchange should be studied and shown as coordinated with the Court/State Street intersection.

Response 101:

NYSDOT provided the necessary information to include the entire Court Street interchange in the analysis. The revised analysis is provided in Appendix D to this FEIS Responsiveness Summary.

Comment 102: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

With adjustments made related to the Oriskany Street trip distribution, it is likely that mitigation will be required at both the intersections of State Street Ramp and NY 5S & Cornelia Street. These intersections should be evaluated further with consideration of possible movement prohibitions, geometric changes or alternative traffic control.

Response 102:

See Response 90.

Comment 103: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

Traffic signals along city streets, including State, Columbia, and Genesee need to be upgraded or replaced for full detection, actuation, and communication to achieve the mitigated intersection levels of service depicted in the report.

Response 103:

Any signal equipment upgrades or replacements found to be necessary to mitigate impacts by the Project shall be determined in design and be paid for by MVHS. This work may include pedestrian indications and other accommodations such as crosswalk striping at the intersections as well. Several City of Utica intersections that will be included are State/Lafayette, State/Columbia, Columbia/Cornelia, Columbia/Broadway, and Broadway/Lafayette.

Comment 104: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

In the Synchro analysis, adequate timing should be provided for pedestrians. The output for the Genesee Street and Bank Place pedestrian signal does not show a phase for the pedestrians.

Response 104:

The signal timing for the intersection of Genesee Street and Bank Place was revised to provide the existing pedestrian only phase.

Comment 105: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

A Use & Occupancy permit from NYSDOT may be required for proposed parking lots adjacent to the North-South Arterial (NY 5/8/12).

Response 105:

The comment is noted. A Use and Occupancy permit, if required, will be obtained by MVHS and/or its contractor, prior to construction. In lieu of a permit, MVHS is investigating ownership of the small portions of ROW adjacent to the North/South Arterial.

Comment 106: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

Page 80 [of the DEIS], The existing Cornelia Street 42-inch line does not connect to the proposed outfall under CSX (A9.1) but follows Potter Street and Potter Ave under the CSX to the Mohawk via a 48-inch brick (see attached record plans provided by City of Utica)³⁶. If the Cornelia Street outlet is used, a separated connection to the A9.1 proposal would be needed. Additionally, the 42-inch line that follows Auditorium Drive is not in the public right-of-way and may require acquisition for the Auditorium Authority.

Response 106:

The narrative included in the DEIS (Section 3.9) was based on a conceptual design, which identified two options for stormwater discharge points:

- Discharge to the existing 42" storm sewer at Cornelia Street, similar to existing patterns, and;
- Discharge to the planned new City of Utica A9.1 outfall

Since submission of the DEIS, Project designs have been advanced, which indicate that an estimated 75% of the Project Site's stormwater can be discharged to the planned A9.1 outfall; with the remaining 25% of the site discharging to the existing storm sewer in Cornelia Street. In addition, existing, upstream stormwater currently flowing north in the storm sewer in Cornelia Street will be re-routed to the west around the site and discharged to A9.1. This re-routing of existing stormwater from Cornelia will free up capacity for the portion of the site that will discharge there. Currently, all the existing stormwater from the Project Site goes to either the Cornelia Street storm sewer, or the combined sewer. By re-routing existing upstream stormwater discharge, and discharging a portion of stormwater generated on the Project Site to A9.1, the total flow in the existing storm sewer in Cornelia will be reduced. The A9.1 outfall is a NYSDEC grant-funded, City project, which is anticipated to be completed within the IHC construction schedule.

³⁶ The referenced record plans were omitted from the NYSDOT's 12/27/18 correspondence, but were subsequently provided via email by Beth Watts, P.E. PTOE, NYSDOT.

It is noted that off-site infrastructure and improvements not included in the IHC Project were not shown on the DEIS Figures. In addition, it is noted that the 42" storm sewer in Auditorium Drive is owned by the City of Utica, and easements for that infrastructure are under the jurisdiction of the City of Utica.

Comment 107: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

The proposed A9.1 improvements are not shown on Figure 16 [of the DEIS].

Response 107:

Off-site infrastructure and improvements not included in the IHC Project were not shown on the Figure 16 of the DEIS.

Comment 108: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

Figure 17 [of the DEIS] – Existing & Proposed Water Mains. Proposed installation of a 12-inch water main along Oriskany Street East between State Street and Broadway if feasible, should be undertaken in the near future to avoid additional cost to replacement of new installed features under the NYSDOT NY 5S project.

Response 108:

Since submission of the DEIS, Project designs have been advanced. The current plan for water main improvements includes installation of a 12" water main outside of the Oriskany Street pavement, from approximately mid-block between State Street and Cornelia Street, to Pine Street. Installation of a 12" water main is planned for just inside the existing curb line from Pine Street to Broadway. Construction of this water main will be coordinated with the NYSDOT NY 5S project.

Comment 109: Deborah S. Windecker, Regional Planning & Program Manager, NYSDOT, Letter, 12/27/18:

Page 85 [of the DEIS], During the development of the NYSDOT project, the drainage directed to the identified systems was deemed not plausible due to unavailable capacity and interference with sanitary outflow on Potter Ave.

Response 109:

As stated in Response 106, the existing 42" storm sewer in Cornelia Street (which is upstream from the City's CSO in Potter Street) is no longer being considered for discharge of stormwater generated on the Project Site. The Project will result in a net decrease in flow in the Cornelia Street storm sewer, north of the IHC.

Comment 110: Stephen N. Keblish, Jr., Resident (Utica), Email, 12/27/18:

Boilermaker traffic data not included. The annual Boilermaker Road Race culminates just blocks away from the proposed hospital site. Parking and traffic demands peak, consuming every available parking spot between Genesee Street and the Brewery District. Before making any determinations, additional studies should be performed to assess and understand the impacts the hospital project could have on parking and transportation during the construction and operation phases.³⁷

³⁷ The Commenter's complete letter, which includes photographs, is included in Appendix B to this FEIS Responsiveness Summary.

Response 110:

The TIS (DEIS Appendix F) and the TIS Addendum (Appendix D to this FEIS Responsiveness Summary) address traffic concerns during typical commuter peak periods. The Boilermaker occurs on a Sunday. Event sponsors are required to provide for their own specific traffic control and permitting for the event. As stated previously in Response 77, the TIS does not evaluate all varieties of potential temporary traffic situations (*e.g.*, if a roadway is temporarily closed or blocked). Safe and adequate flow of traffic during temporary events (*e.g.*, construction) is, as outlined in the DEIS, mitigated through the implementation of a maintenance and protection of traffic plan, which will be coordinated with roadway jurisdictions.

Comment 111: Joseph Cerini, Citation Services, Email, 12/27/18:

The DEIS includes a traffic study, however it was conducted in July 1918 [sic 2018] during one of the quietest months in downtown Utica. This is the height of the vacation season, *ie* no hockey, and limited use of the auditorium. Also, a concern is the expansion of the Auditorium and the planned Nexus, U District. Traffic concerns haven't been addressed with Oneida County Executive Anthony Picenti [sic] touting up to 1 million visitors to downtown Utica.

Response 111:

As noted in Response 91, due to comments regarding counts collected in July 2018, additional counts were conducted at three study intersections during the AM peak hour on Tuesday, January 15th, 2019 when schools were in sessions, and there were no weather events, and no constructing impeding traffic. The volumes were comparable, confirming the reasonableness of using the July 2018 data for this analysis. See the TIS Addendum for more information (Appendix D to this FEIS Responsiveness Summary).

Regarding the AUD Expansion and NEXUS project, new information regarding this project was requested and provided by the project sponsor. The anticipated traffic generated by the NEXUS project was incorporated into the Future No-Build Condition analysis for the TIS Addendum. The NEXUS project is expected to be complete in 2020. The estimated anticipated typical AM and PM peak period traffic generated by this project is included in the TIS Addendum. Off-peak or special events associated with the AUD Expansion and NEXUS Center project are not included in this analysis since, as discussed with the NYSDOT, they are not expected to impact typical commuter peak periods.

3.11 ENERGY**Comment 112: Frank Przybycien, Genesis Group, Public Hearing, 12/6/18:**

And as the project grows with phases two, three and so on and so forth, to make sure that we have an energy district in downtown Utica that partially, at least, can be off grid in using renewable energies.

Response 112:

As noted in the DEIS (Section 1.1.7), a 40-month construction schedule, beginning in 2019, is anticipated. While MVHS is not proposing a phased construction schedule, construction of the parking garage and MOB will be controlled by the City and private developers, respectively. See Responses 115 and 118.

Comment 113: Stephen Keblish, Resident (Municipality Unspecified), Public Hearing, 12/6/18:

The increase reliance on fossil fuels that will be subsidized by this plan is also a concern. The primary method of transit projected for the plan is driving, the primary investment in transportation is the parking lots. Cars at the moment still highly rely on fossil fuel, this will not only increase the usage of fossil fuels that driving to downtown would cause, but downtowns themselves are the least reliant on car transportation of any modern living arrangement. I speak versus suburban and rural areas, but the current plan reverses that trend and takes space that is both walkable closely knit, incremental and granular and creates large swaths of parking area which most people will be left to have to drive past rather than walk past.

Response 113:

The comment offers an unsubstantiated non-expert opinion. Moreover, the potential impact from driving is no different at St Luke's than it is at the Downtown Site. See Responses 86, 194 and 234.

Comment 114: Frank Montecalvo, Attorney at Law, Letter, 12/26/18:

Impact on Energy: The Draft EIS addresses this topic in Sections 3.8 and 4. The Draft EIS acknowledges that to service the Project, existing electric and natural gas infrastructure will be relocated out of the IHC footprint, into public rights-of-way (p. 93/3527). It also acknowledges that to meet demand and minimize disturbances to existing customers, an 80 psi, 6-inch diameter gas main would be installed and extended approximately 2,500 If to the site from National Grid's existing 80 psi supply main, and that extension of the gas main may require crossing underneath an existing railroad. (p.94/3527). The Draft EIS indicated that construction would be in accordance with applicable codes to minimize impacts.

In spite of being raised twice during Scoping (pp. 1035 &1438/3527), the Draft EIS fails to disclose and needs to acknowledge the impact of the Project on the Co-Generation Facility recently constructed on the St. Luke's Campus that is shared between St. Luke's facilities and Utica College. The Hospital is the only customer for hot water and steam, and the largest customer for electricity. The facility's use numbers make it appear that this community resource, which contributes to the resiliency and efficiency of the energy system, would have to close if the hospital were to be moved to the Downtown site.

Response 114:

See Response 115.

Comment 115: Frank Montecalvo, Attorney at Law, Letter, 12/26/18:

Placing the Project Downtown deprives Applicant of the energy-efficiency of the Co-Gen facility and undercuts Applicant's sustainability.

Response 115:

The 3.6 MW cogeneration plant, which became operational in 2009, currently provides energy services to Faxton-St. Luke's Healthcare, St. Luke's Home and Utica College; the facility is independently-owned and managed by Burrstone Energy Center (BEC). BEC is owned and operated by Co-Gen Power Technologies, which was formed as part of the Bette Companies with Bette & Cring. These entities are separate and unrelated to MVHS or any of its affiliates. So, whether and how that plant will continue to service its clients will be up to BEC and the remaining clients.

However, it is understood that three individual contracts exist: 1) between BEC and Utica College; 2) between BEC and St. Luke's Home and 3) between BEC and Faxton-St. Luke's Healthcare. Those contracts detail the terms of the individual agreements relative to BEC's obligations to provide energy to each entity. MVHS is not a party privy to the Utica College Agreement, but it is their understanding that it is substantially similar to the one with St. Luke's Home. That agreement, which is a requirements contract, requires that energy be provided for a 15-year term. The Agreement ends on or about August 2024. There is no provision that would terminate the St. Luke's Home agreement early based upon any changes in use or operation at Faxton-St. Luke's Healthcare.

From a facilities perspective, the consolidation of two aging facilities (100 and 60 years) will provide an opportunity for a more energy-efficient environment, with a state-of-the-art IHC that meets and exceeds current day best practices and building codes and promotes energy and water conservation and other sustainable measures, which will be incorporated to reduce the overall amount of resources used by MVHS.

A CUP will service the hospital. MVHS proposes to repurpose space within the existing Kennedy Garage, currently owned and occupied by Mohawk Medical Equipment (MME), as the hospital's CUP. The façade of the

space will be improved, and a utility and pedestrian bridge will be constructed over Columbia Street from the hospital's 2nd floor to the CUP's 2nd floor.

The CUP will house three centrifugal chillers, a heat recovery chiller and four steam and eight hot water heating condensing boilers, each of which will be fueled by both natural gas and No. 2 Fuel oil (as required emergency fuel back-up). In addition, one of the advantages to the downtown location is stable, sustainable power from National Grid's Terminal Substation at Harbor Point. The terminal substation is built with a high level of redundancy and the Project's proposal to utilize underground conduit (vs aboveground lines) to service the IHC provides a greater degree of storm resiliency.

Comment 116: Frank Montecalvo, Attorney at Law, Letter, 12/26/18:

The Draft EIS fails to discuss Cumulative Impacts to Energy from anticipated "U-District" projects.

Response 116:

See Response 125.

Comment 117: Frank Montecalvo, Attorney at Law, Letter, 12/26/18:

Given the acknowledged impacts to off-site locations, public rights of way, potential "U-District" Cumulative Impacts, and the Co-Gen questions, the EIS needs to discuss whether such impacts could be avoided or lessened by relocating the Project to the St. Luke's Campus given the Co-Gen facility being on said campus and no "U-District" nearby.

Response 117:

The comment focuses on the St. Luke's Campus as an alternative for the Project as proposed, and an analysis of that potential site was conducted as part of the site study. However, utilizing the St. Luke's Campus as the Project Site would not achieve the Project's goals and would entail significant additional costs to upgrade as detailed above. See Responses 26, 28, 48 and 125.

Comment 118: Michael Galime, City of Utica Council President, Letter, 12/27/18:

The current power and electrical subway feeding the Central Business District is adequate for the existing structures yet is aging and not currently prepped for expansion. The current power and electrical delivery is not adequate for the proposed hospital structure. This is listed in the scoping filings, however, there is no financial or physical construction plan to remediate. The current natural gas delivery is not adequate for the proposed structure. There is no financial or physical construction plan to remediate. These issues must be addressed and remediated if this project is approved for development in the selected location.

Response 118:

The Project-related utility improvements, as outlined in the DEIS (Section 1.1.4), will be the financial responsibility of MVHS. As indicated in the DEIS, electric and gas utilities proximal to the proposed IHC are operated and maintained by National Grid. The gas mains and underground electric conductors are owned by National Grid. Service and capacity needs for the Project are being coordinated with National Grid. Implementation of the service connections and improvements will provide sufficient supply for the Project.

In regards to electric, the underground conduits and vaults proximal to the Project are owned by the City of Utica, and leased to National Grid for use. As stated in the DEIS (Section 3.8), the peak electrical demand load for the proposed IHC is estimated at 4,304.27 kW (SSR 2018). The existing infrastructure and electrical capacity of the grid will be sufficient to operate the IHC. It has been determined that dedicated electric feeders are not necessary to serve the IHC Project. The IHC Project will be served by two, separate, 13.2 kV primary services (which will also serve additional customers), from a common National Grid distribution substation (*e.g.*, Terminal Substation at Harbor Point).

The Primary Services for the IHC will be located in the CUP, which will be located on the southwest corner of Columbia Street/Broadway across from the MVHS Hospital. The hospital will be served from the CUP via a MVHS-owned utility bridge that will cross Columbia Street.

One of the advantages to the downtown location is stable power from National Grid's Terminal Substation at Harbor Point. The terminal substation is built with a high level of redundancy. In addition, the Project can utilize underground conduit (vs aboveground lines) to service the hospital which provides a greater degree of storm resiliency.

Natural gas utilities proximal to the Project Site are operated and maintained by National Grid. As stated in the DEIS (Section 3.8), the peak natural gas load and annual natural gas usage for the proposed IHC is estimated at 50 mcf/hour and usage of 90,000 mcf/year, respectively (SSR 2018). To meet demand and minimize disturbances to existing customers, an 80 pounds per square inch (psi) gas main would be installed and extended back to the existing 80 psi supply main. This will require approximately 2,500 lf of 6" main to be installed, including a crossing of the existing railroad to the north.

See also Response 125.

Comment 119: Michael Galime, City of Utica Council President, Letter, 12/27/18:

What will be the impact of MVHS leaving the cogeneration power plant facility behind? Will the operator continue to run the plant, and how will this effect the power delivery and rates for Utica College?

Response 119:

The cogeneration plant that currently provides energy services to Faxton-St. Luke's Healthcare, St. Luke's Home and Utica College is independently-owned and managed by Burrstone Energy Center (BEC). See Response 115.

Comment 120: Michael Galime, City of Utica Council President, Letter, 12/27/18:

The new facility is no longer going to produce its own power. There may be an impact to overall rates and delivery. Has this been studied? This should be included into the overall potential environmental impact.

Response 120:

See Responses 115 and 118. MVHS does not produce its own power at any of its present facilities. To the extent the comment is referencing the cogeneration plant that currently provides energy services to Faxton-St. Luke's Healthcare, St. Luke's Home and Utica College, that facility is independently-owned and managed by Burrstone Energy Center (BEC). BEC is owned and operated by Co-Gen Power Technologies, which was formed as part of the Bette Companies with Bette & Cring. These entities are separate and unrelated to MVHS or any of its affiliates.

Comment 121: Stephen N. Keblish, Jr., Resident (Utica), Email, 12/27/18:

Discussion of the Burrstone Microgrid. The St. Luke's Campus is powered and heated by a natural gas cogeneration plant (<https://www.powerbycogen.com/case-studies/burrstone-energy-center-chp-microgrid/>). "The microgrid reduces greenhouse gas emissions by 4,000 tons annually, provides power stability, reduces demand on the local utility, and saves hundreds of thousands of dollars annually in utility costs."

Response 121:

See Response 115.