

2. CORRECTIONS AND REVISIONS TO DEIS

The following information has been updated since the release of the DEIS:

- Utility demands for the hospital have been updated, but are still within the order of magnitude estimates provided in the DEIS. Peak water demand, which is based on the maximum flow anticipated to be required by the hospital during the busiest times, has increased from 500 gpm to 652 gpm. Maximum flow values do not occur consistently over the full 24-hours in a single day, and consist of both domestic uses and cooling tower uses. Peak (maximum) water demand is anticipated to be approximately 484 gpm for domestic uses and 168 gpm for cooling tower uses, totaling 652 gpm. Daily water usage is anticipated to be in the range of 243,360 gallons for domestic uses, and seasonally an additional 146,880 gallons per day are anticipated to be used for cooling tower use.
- Parking facilities will consist of a three-story, municipally-owned parking garage and multiple parking lots. The parking garage will provide approximately 1,550± parking spaces and the parking lots will allow for an additional 780± parking spaces. Proposed surface parking space needs have been reduced from 1,100± spaces (DEIS) to 780± spaces. The reduction includes the elimination of a proposed surface parking lot originally proposed at the site of the existing Police Maintenance Facility (see Figure 3 of this FEIS Responsiveness Summary). These parking facilities will be available for use by patients, visitors, staff, and volunteers, with the garage spaces being available for hospital-related parking, as well as to the community for non-hospital related events.
- The need for CSX approval of National Grid's extension of its natural gas line under the existing CSX rail line was added to Table 2 (Potential Permits and Approvals).
- The DEIS indicated that a new building would be constructed for the CUP. MVHS's current plan is to acquire and repurpose space within that portion of the existing Kennedy Garage currently occupied by Mohawk Medical Equipment (MME). The former MME space will be remodeled to be used as the hospital's CUP and other hospital related uses. The façade of the space will be improved, and a utility and pedestrian bridge will be constructed over Columbia Street from the hospital 2nd floor to the CUP 2nd floor. Uses planned for the former MME space are similar to the uses that were planned for the CUP that was to be constructed in the downtown hospital building, and impacts are anticipated to be similar. Improvements related to the adaptive reuse of the former MME space will be completed within the overall timeline and Project budget.
- An addendum to the TIS is provided as Appendix D to this FEIS Responsiveness Summary. The Addendum addresses the NYSDOT's comment regarding traffic operations and potential mitigation measures. As requested by the NYSDOT, a separate analysis was conducted to take a conservative look at recommended mitigation measures on NYS Route 5S, specifically. The Addendum notes all recommended mitigation measures for the entire study area. Proposed mitigation and locations are illustrated on Figure 31 and summarized below:
 - » Ensure adequate pedestrian facilities are available in the vicinity of the Project Site including locations that are expected to have increased pedestrian activity as a result of the proposed Project as shown on the mitigation plan (Figure 31)
 - » Upgrade or replace traffic signals to add detection, actuation, coordination, and pedestrian accommodations at the following locations:
 - › 2-State Street & NYS Routes 5/8/12 off/on-ramp
 - › 3-State Street & Lafayette Street
 - › 4-State Street & Columbia Street
 - › 6-Cornelia Street & NYS Route 5S/Oriskany Street
 - › 8-Cornelia Street & Columbia Street

- › 10-NYS Route 5S/Oriskany Street & Broadway
- › 11-Broadway & Lafayette Street
- › 12-Broadway & Columbia Street
- › 20/21-NYS Route 5S/Oriskany Street & Genesee Street
- » Optimize signal timings at the following intersections (upgrade/update equipment as needed):
 - › The coordinated system which includes intersections 2 – State Street & On/Off-Ramps, 3 – State Street & Lafayette Street/Emergency Department Access (PM), and 4 – State Street & Columbia Street
 - › The coordinated system which includes the intersections of 6 - NYS Route 5S (Oriskany Street) & Cornelia Street, 10 – NYS Route 5S (Oriskany Street) & Broadway, and 20/21 – NYS Route 5S (Oriskany Street) & Genesee Street
- » Construct a dedicated right turn lane on the eastbound approach to intersection 2 – State Street & On/Off-Ramps
- » Provide a center two-way left-turn lane on State Street from intersection 2 – State Street & On/Off-Ramps to just south of intersection 4 – State Street & Columbia Street
- » Construct a dedicated left turn lane on the northbound approach to intersection 6 – NYS Route 5S (Oriskany Street) & Cornelia Street