

APPENDIX E
WRITTEN COMMENTS RECEIVED
ON THE SCOPE OF WORK

APPENDIX E
WRITTEN COMMENTS RECEIVED
ON THE SCOPE OF WORK

U.S. HOUSE OF REPRESENTATIVES
NEW YORK STATE SENATE
NEW YORK STATE ASSEMBLY

Sensible Plan Needed for Fordham University

Testimony by U.S. Representative Jerrold Nadler, State Senator Thomas K. Duane, and
Assembly Members Richard N. Gottfried and Linda B. Rosenthal

At the Department of City Planning

Public Hearing on the Draft Scope of Fordham University's Master Plan
Environmental Impact Statement

September 10, 2007

My name is Richard N. Gottfried. I am the Assembly Member representing the 75th Assembly District in Manhattan. I am also speaking on behalf of Jerrold Nadler, who is the U.S. Representative representing New York's Eighth Congressional District, Thomas K. Duane, who represents the 29th State Senate District, and Linda B. Rosenthal, who represents the 67th Assembly District. Our districts all include the Fordham site and/or adjacent blocks. We appreciate the opportunity to present our views at this scoping session.

General Principles

While we understand Fordham's desire to expand its Lincoln Square Campus, the development must not produce adverse environmental consequences for this densely populated community. We do not believe that constructing a fortress-like campus on the superblock bordered by Lincoln Center, Amsterdam Houses, the Church of St. Paul the Apostle, and many residential buildings is reasonable.

The thousands of new residents, students, and employees Fordham proposes to bring to the area and the height, setback, and parking waivers that the University insists are needed to accommodate them will produce a serious impact on the neighborhood that must be studied carefully to mitigate the burden on its neighbors.

EIS Scope and Tasks

All elements of the EIS should take into account the other developments in the area that are already in the pipeline or are planned. These include Lincoln Center redevelopment, the American Red Cross building site, 15 Central Park West, Riverside South, the Museum of Arts and Design, the Empire Hotel, and the expansion of John Jay College, as well as smaller developments on the blocks within the study areas. The EIS should also consider the various plans for the use of West 59th Street Marine Transfer Station.

Task 2: Land Use Zoning and Public Policy The study area should be measured from the boundaries of the site, not from the center of the site. Otherwise, a significant portion of the area within a given distance "from the site" will be excluded.

Task 21: Alternatives The EIS must include No Action and As-of-Right Alternatives. The Draft Scope states that it will also contain a Reduced Impact Alternative. Two Reduced Impact scenarios should be considered: a design in which Fordham's central "podium" is removed, and a design without private development, utilizing the entire site for academic purposes. The podium was a bad planning concept from its inception. It makes the campus much less accessible visually, physically and psychologically for the community. This is an opportunity to correct that major mistake.

Conclusion

The zoning waivers requested by Fordham University to complete this master plan will generate significant impacts on this neighborhood. The University and the City must study alternatives that reduce the scale of this project.

Thank you for the opportunity to present our suggestions for the scope of the EIS.

Kiev

COMMUNITY BOARD 7  Manhattan

September 20, 2005

The Honorable Amanda M. Burden, A.I.C.P.
Chairperson
City Planning Commission
City of New York
22 Reade Street
New York, NY 10007

Re: Fordham University Master Plan

Dear Chairperson Burden:

I am writing to express Community Board 7 / Manhattan's (MCB7's) continuing interest in and concern about the proposed Master Plan for Fordham University's Lincoln Center Campus.

We have been aware of the Fordham proposal since late last year, and provided a venue for preliminary public presentations by Fordham in April and June. Since June we have heard continuing rumors of imminent certification of Fordham's application by the Department of City Planning (DCP). It was reassuring to us to learn that those rumors were false, as, even at this early stage in the process, **we have deep and extensive concerns about the proposal.**

The Fordham Master Plan, if fully executed in the manner presented so far, would create a superblock campus walled off from its neighbors, our community. Fordham proposes 35- and 36-story academic/dormitory buildings (approximately 450 feet high) along the Columbus Avenue frontage of the campus (West 60th Street to West 62nd Street). It proposes lower fortress walls of academic/dormitory buildings (5-21 stories, approximately 185-235 feet high) along West 60th Street and West 62nd Street between Columbus and Amsterdam Avenues. And it proposes to pay for much of this construction by selling two parcels along Amsterdam Avenue to a private developer for development of luxury residential buildings to tower over Amsterdam Houses to the west (47-story building, approximately 500 feet high, at Amsterdam & West 60th Street; 57-story building, approximately 610 feet high, at Amsterdam & West 62nd Street).

These large edifices would protect a cloistered campus quadrangle, as **the bulk generated by the superblock would be pushed to the borders of the campus, where it will most impact the surrounding community.** Please note also that because it is a superblock (i.e. includes what would have been West 61st Street), a disproportionately large share of square footage is available for development – which perhaps goes some way toward explaining why Fordham has stated that it is not proposing to use its full development envelope. However, it is planning to apply for seven special permits related to height and setback requirements – requirements of the Special Lincoln Square District (SLSD) zoning overlay. **Essentially, Fordham wants to take itself out**

Honorable Amanda M. Burden
September 20, 2005
Page Two

of the SLSD, in which it was specifically included. The design of the SLSD was a major effort by our community, in partnership with the Department of City Planning (DCP), and it is important to us to maintain it.

Another major issue for MCB7 is the **extensive garage space Fordham is seeking.** It is planning to apply for special permits to create 595 parking spaces, a very significant increase of automobile housing in the neighborhood. Each luxury building would have a garage (193 spaces for the 57-story building, 137 for the 47-story building). In addition, Fordham would be creating 265 on-campus parking spaces for faculty and administration of a centrally located urban university, very well served by public transportation. The community is very concerned about increased traffic and congestion.

The Fordham Master Plan envisions a growing university, already too big for its plant and ripe for a **25% increase in student population.** Moreover, this university would be largely residential, as students find Manhattan a more and more attractive place to study. This is a major transformation of Fordham University, which traditionally served residential students at its Rose Hill Campus in the Bronx and commuting students in the congested Lincoln Center area. With the kind of public investment and impact involved in an institution and project of this scale, it might be worth considering whether such a transformation is Fordham's decision alone to make.

I must also note to you the concern of many on MCB7 (myself included) about the use of real estate development to underwrite not-for-profit capital and programming costs. More and more not-for-profit organizations are selling development rights (or, as in this case, actual development parcels) to private developers to fund their own buildings and missions. As the sellers have benefited for years from exclusion from real estate taxes, they reap an additional profit margin at a cost to the New York City budget (although with benefit to the long-term tax rolls). There are also numerous impacts on their neighbors. The practice warrants further examination as a matter of public policy.

Finally, we believe that it is necessary to consider the proposed Fordham Master Plan in the larger context of the Upper West Side. **The Environmental Impact Statement (EIS) for this project must consider nearby projects, which in turn need EISs that consider this project.** Such projects include, but may not be limited to:

- Lincoln Center development plans (Phase I has been approved, but must be considered along with future phases)
- American Red Cross building site (Amsterdam Avenue between West 66th and West 67th Street)
- 15 Central Park West (as-of-right, requiring no EIS, but large enough to have impact anyway)

Honorable Amanda M. Burden

September 20, 2005

Page Three

- various development projects along West 59th Street and West 60th Street, between Amsterdam Avenue and West End Avenue (as-of-right, requiring no EIS, but large enough to have impact anyway)
- continuing development at Riverside South
- expansion of John Jay College.
- use of the West 59th Street Marine Transfer Station for the city's Solid Waste Management Plan.

My last letter to you (December 6, 2004) sought help in addressing the traffic and planning problems in the Lincoln Center 'bowtie', and I greatly value what you have done to move that process forward. Once again, **I write to request your assistance in proactive planning** for a vibrant section of our neighborhood and Manhattan and the city as a whole. We at MCB7 appreciate DCP's inclusion of us in analysis of the Fordham Master Plan in during this very important pre-certification phase as well as beyond.

Sincerely,

Hope Cohen
Chairperson

cc:

Honorable Gale Brewer

Brian J. Byrne, Fordham University



September 20, 2007

VIA HAND DELIVERY AND ELECTRONIC MAIL

The Honorable Amanda Burden
Chairperson
New York City Planning Commission
22 Reade Street
New York, New York 10007

Re: Manhattan Community Board 7's Response to Fordham University Lincoln Center Master Plan Environmental Impact Statement Draft Scope of Work

Dear Chairperson Burden:

On September 10, 2007, we provided oral testimony to the staff of the New York City Planning Commission ("CPC") regarding Manhattan Community Board 7's ("MCB7") response to Fordham University Lincoln Center Master Plan Environmental Impact Statement Draft Scope of Work provided on June 20, 2007 ("Fordham's Draft Scope of Work"). Pursuant to Section 5.07 of the Rules of Procedure for City Environmental Quality Review, we are submitting the following written comments in further response to Fordham's Draft Scope of Work. We present below a brief summary of our general concerns about Fordham's Proposed Master Plan, followed by our specific concerns about Fordham's Draft Scope of Work.

I. General Concerns About the Proposed Fordham University Master Plan

MCB7 has already expressed our general concerns about the scale of Fordham's proposed action ("Proposed Action" or "Fordham's Master Plan") and the effect this plan will have on the surrounding community in two letters, one from former MCB7 Chairperson Hope Cohen dated September 20, 2005 (attached as Exhibit A) and another from current MCB7 Chairperson Sheldon J. Fine, and MCB7 Land Use Committee Co-Chairs Richard Asche and Page Cowley dated December 29, 2005 (attached as Exhibit B) (both letters, while based upon the 2005 iteration of the Proposed Action, still remain relevant today). Although we refer you to those letters for a more thorough description of our concerns about Fordham's Master Plan our primary general concerns are as follows:

- The Open Space Podium Unfairly Burdens the Community: The creation of a raised quadrangle of open space in the middle of Fordham's superblock between Amsterdam and Columbus Avenues and West 60th to West 62nd Streets requires that the bulk of new construction be redistributed to the edges of the superblock, with the construction of excessively tall buildings on the avenues and wide, large fortress-like walls along the

250 West 87 Street New York, NY 10024-2706
Phone: (212) 362-4008 Fax: (212) 595-9317
Web site: www.cb7.org e-mail address: office@cb7.org

streets. This proposed open space arrangement may benefit Fordham, but this benefit is obtained at the community's expense;

- The North Facing Wall on West 62nd Street Is Too Massive: The proposed building arrangement for West 62nd Street is an uninterrupted line of fortress-like buildings that range in height from 155 feet to almost 300 feet with minimal setbacks. This configuration as presented could place Lincoln Center and Damrosch Park in large shadows, and the proposed uses would provide minimal street level activity and deaden the pedestrian circulation of the block;
- The Columbus and Amsterdam Avenue Towers Are Too Tall and Bulky: The proposed buildings for the corners of the superblock range from 334 to 651 feet and would tower over the neighborhood and burden the area infrastructure. The buildings on Amsterdam appear to be especially high and the buildings on Columbus appear to be quite bulky. These proposed buildings are all completely out-of-scale for the Upper West Side and would be more appropriate for the City's commercial core;
- The Proposal Includes Far Too Much Parking: The proposed parking garages appear to be too large and may result in exacerbating neighborhood traffic by encouraging people to drive into the community. The number of parking spaces proposed is an immense increase from the present conditions and Fordham has not provided a convincing case that such an increase in parking is required; and finally
- Land Obtained Through Eminent Domain Should Be Kept For Educational or Community Use: Fordham acquired its Lincoln Square site in the late 1950s after the City evicted thousands of tenants who resided there in order to serve the educational goals of Fordham. If Fordham does not wish to use the land obtained through eminent domain for this purpose, the land should be reacquired by the City for educational use. Fordham should not now be permitted to sell land to a private luxury housing developer that was confiscated from private residents under the guise of educational and community need.

II. Specific Concerns About Fordham's Draft Scope of Work

MCB7's has several specific concerns about Fordham's Draft Scope of Work which fall into three major categories: (A) the physical scope of the study area itself; (B) the problematic definition of the no action condition; and (C) the substance of the EIS review. We address each of these categories below in turn.

A. The Physical Scope Of The Study Area Itself

i. The Shape Of The Proposed Study Area Is Not Accurate

The Honorable Amanda Burden

September 20, 2007

Page 3

Fordham presents a diagram in Figure A-9 of the "Land Use Study Area" and Figure A-10 of the "Socioeconomic Study Area" indicating the physical boundaries of the ¼ mile study area in which the environmental impact of the Proposed Action is to be assessed. Boundaries of the study area need to be ¼ mile from the outer bound of the entire project area (i.e. most of the superblock contained between Columbus and Amsterdam Avenues and West 60th and West 62nd Streets). As the project perimeter is roughly rectangular, we would expect to see the study area boundary similarly shaped. However, as drawn in Fordham's Draft Scope of Work, the study area instead appears to be oval in shape and thus likely too small. Moreover, the alleged ¼ mile oval as drawn seems to go further north than south of the Fordham campus.

ii. The Study Area Should Be Expanded

From an initial review of Fordham's Draft Scope of Work, it is clear that the Proposed Action will have a major impact on the entire West Side of Manhattan, and the environmental impact of the Proposed Action will not be limited to the immediate blocks within the ¼ mil radius surrounding the Fordham campus. For the City and the community to gain a full understanding of the impact of Fordham's Proposed Action and the appropriate mitigation measures that should be implemented to address these environmental impacts, the Proposed Action must be reviewed in the context of the intense development that is transforming the area. In particular, the EIS should review the effect of the Proposed Action and its intersection with the reorganization of vehicular traffic and pedestrian uses brought about from the following projects:

- Lincoln Center redevelopment;
- Riverside South development between West 59th and West 72nd Streets on Riverside Boulevard;
- Closure of the north-bound Miller Highway Exit Ramp at West 72nd Street and the increased traffic on West End Avenue;
- Various large residential development projects in the West 50s and low West 60s reshaping the neighborhood from a former manufacturing district into an area filled with hi-rise luxury residences;
- Hudson Yards developments; ← *outside of study area*
- Expansion of John Jay College;
- Redevelopment of the American Red Cross Building site on Amsterdam Avenue between West 66th and West 67th Streets;
- Expansion of the Jacob Javitz Convention Center; and the

- West 59th Street Marine Transfer Station.

Recommendation: In order to consider the impact of Fordham's Proposed Action in the context of the dramatic changes altering the West Side, MCB7 recommends that the study area for the EIS review be expanded to include the area between West 54th Street and West 73rd Street, and 8th Avenue/Central Park West and the Hudson River. In addition, MCB7 requests the opportunity to review the list of developments planned to be considered in the EIS as soon as possible, and to have the ability to provide regular updates to that list, as we learn about new projects or developments.

B. The Problematic Definition of Fordham's No Action Condition

An applicant's EIS is designed in part to provide City officials and City agencies with a document that compares the environmental impact of a proposed action versus the environmental impact of a baseline situation where that discretionary action did not take place at all (also known as the "Future Without the Proposed Action" or "No Action Condition.") However, in establishing the analytical framework for the EIS, Fordham has provided a problematic definition for what is to be considered the No Action Condition by including as the No Action Condition the proposed construction of three alleged as-of-right residential buildings, as opposed to an expansion of its academic space. Moreover, while it may be technically permissible for Fordham to compare its Proposed Action with a No Action Condition that includes its full as-of-right build out, this comparison provides little guidance for City policy makers on the true effect of the Proposed Action and the mitigation measures that would be necessary to address it.

i. The No Action Condition Fails To Provide For Any Academic Expansion And Only Provides For Residential Development Of The Fordham Campus

Page A-2 of Fordham's Draft Scope of Work, Fordham states:

Absent approval of the Proposed Action, it is assumed that Fordham would not expand or develop new academic facilities. However, Fordham would lease or otherwise convey the northwest and southwest corners of its site as well as a portion of the site in the midblock on West 62nd Street to private developers to build three (rather than two with the Proposed Action) new residential buildings (see Figures A-7 and A-8). These buildings would provide needed revenues to Fordham. Since they would be built as-of-right and are not dependent on any of the discretionary approvals being sought, *the development of the three residential buildings will be included in the EIS as part of the Future Without the Proposed Action (No Action condition). There would be the same amount of residential floor area with either the Proposed Action or in the No Action Condition, but in the No Action Condition there would be three residential buildings rather than two and the buildings would*

be different in height and configuration from those with the Proposed Action.
Fordham Draft Scope of Work, p. A-2 (emphasis added.)

Fordham's proposal is premised on its stated programmatic need for the expansion of its education facility at Lincoln Square. It is therefore difficult to imagine that if Fordham failed to receive the requested height, setback and rear-yard variances that it would not choose to expand its educational facilities, and would rather sell off its campus to a residential real estate developer. The No Action Condition as described in Fordham's Draft Scope of Work notes that the full build out of the available floor area would be accomplished through the construction of three residential buildings. Yet, Fordham provides no justification why this needs to be the case, and does not indicate why some of this construction cannot be for academic, or some other use. MCB7 suggests that any revision of the criterion for the No Action Condition account for academic space, in place of or in addition to the residential construction.

ii. The Proposed Action Should Be Compared With A "No-Build" Scenario, In Addition To An Appropriate No Action Condition

Defining the No Action Condition in a manner that includes the full development of Fordham's available floor area will make it virtually impossible to assess to true impact of Fordham's Proposed Master Plan. If the No Action Condition as proposed (including the full build out) is permitted to be the baseline comparison against the Proposed Action, Fordham's EIS will artificially minimize the magnitude of mitigation measures, supplemental public services and infrastructure improvements necessary to accommodate Fordham's development plans.

Additionally, it is conceivable that the construction of three buildings might theoretically have an even more adverse effect (particularly with respect to shadows cast on, and light and air lost from the surrounding buildings) than the Proposed Action, thereby distorting the analysis and providing an inappropriate frame of reference for the EIS.

It is disingenuous, and somewhat misleading, to suggest that a full build out should somehow be considered a "No Action" condition that can be used as a baseline to assess the impact of Fordham's proposals. The CPC should not permit Fordham to adopt such an outrageous baseline for assessing the impact of its Proposed Action, and at the very least should require Fordham to adopt a more appropriate and reasonable No Action Condition that includes some minimal construction that does not approach a full build out condition.

Indeed, it would, however, make far more logical sense for the Proposed Action to be compared with a baseline that incorporates the Fordham Lincoln Center campus as it exists in 2007 without the addition of any further floor area development ("2007 No-Build Baseline"). By comparing the Proposed Action with the 2007 No-Build Baseline, the City and the community would be able to assess the true impact of the Proposed Actions and plan accordingly.

✓ **Recommendation:** MCB7 recommends that the Fordham EIS compare the Proposed Action with the 2007 No-Build Baseline, as well as the required comparison with a more appropriate No Action Condition. The No Action Condition must be more reasonable and realistic, reflecting an academic expansion, which Fordham claims is the fundamental programmatic need for its proposal. Of course, by definition, any No Action Condition must have all buildings adhere to the bulk limitations and setback requirements of the Lincoln Square Special District.

C. The Substance Of The EIS Review

Below is a list of MCB7 comments on several specific areas contained in Fordham's Draft Scope of Work.

i. Shadows (Task 6, p. A-8)

✓ MCB7 recommends that the EIS review the additional shadows that would be created by any new buildings on the Fordham campus (as compared with the 2007 No-Build Baseline of campus buildings), particularly with respect to the Lincoln Center complex and Amsterdam Houses.

ii. Energy (Task 13, p. A-11)

✓ MCB7 recommends that the EIS review the strains any new development will place on the City's energy grid and the possibility of providing on-site, or nearby energy generation or co-generation to supply the larger Fordham plant with the energy resources it needs.

iii. Traffic and Parking (Task 14, p. A-12)

✓ (Part C, Figure A-13) MCB7 recommends that a number of intersections be added to the traffic study, including:

- West 72nd Street and West End Avenue
- West 66th Street and West End Avenue
- West 57th Street and West End Avenue
- West 59th Street and West End Avenue
- The Broadway Corridor between West 63rd and West 60th Streets; and
- Columbus Circle.

The Honorable Amanda Burden
September 20, 2007
Page 7

(Part E) MCB7 recommends that the inventory of available off-street parking be measured using data from more than two parking garages and that a more comprehensive study of the availability of garage parking be done for the entire Lincoln Square area as part of this EIS.

iv. Transit and Pedestrians (Task 15, p. A-13)

In Fordham's Draft Scope of Work, Fordham states that "Since the Proposed Action is unlikely to generate enough bus trips to warrant a detailed study, a qualitative discussion of available bus routes will be presented in the EIS." Fordham Draft Scope of Work, p. A-13. The assertion that few bus trips will be generated by the Proposed Action seems unlikely given the magnitude of the proposed development and the frequency of service on the major bus routes that serve the Lincoln Square area. Accordingly, MCB7 recommends that Fordham undertake a quantitative survey of bus trips that could be generated by the Proposed Action and to study ways to increase bus service in the area, if necessary.

MCB7 also recommends that the increased pedestrian traffic from the Proposed Action be studied at a number of Pedestrian Intersections not detailed in Figure A-14, including:

- Amsterdam Avenue and West 62nd and West 63rd Streets; and
- Midblock on West 62nd at the stairway/pedestrian crossing between Columbus and Amsterdam (between Lincoln Center and Fordham).

MCB7 respectfully submits to you the above comments in response to Fordham's Draft Scope of Work, and reserves the right to amend and/or supplement these comments at a future date.

Sincerely,

Sheldon J. Fine
Chairman, MCB7

Enclosures

cc: Bryan J. Byrne, Ph.D., Vice President for Administration, Fordham University
The Hon. Scott M. Stringer, President, Borough of Manhattan
The Hon. Gale A. Brewer, City Council Member
The Hon. Jerrold Nadler, U.S. Representative
The Hon. Thomas K. Duane, New York State Senator
The Hon. Richard Gottfried, New York State Assembly Member
The Hon. Linda B. Rosenthal, New York State Assembly Member

The Honorable Amanda Burden

September 20, 2007

Page 8

Rev. John Foley, C.S.P., Pastoral Administrator, Church of St. Paul the Apostle

Reynold Levy, President, Lincoln Center, Inc.

Monica Blum, President, Lincoln Square B.I.D.

Patricia Ryan, President, Tenants Association, Amsterdam Addition

Shirley Jones, President, Tenants Association, Amsterdam Houses

Dan Brodsky, The Brodsky Organization

Madeleine Polayes, Coalition for a Livable West Side

Ron Kraus

Dr. Sidney Goldfischer

Michael Groll

Joan Laurie

Anna Levin

Michael Roos

Simon Sindon

COMMUNITY BOARD 7 Manhattan

December 29, 2005

Honorable Amanda Burden
Chairperson
New York City Planning Commission
22 Reade Street
New York, New York 10007

Re: Fordham University

Dear Chairperson Burden:

As you may know, Community Board 7 of Manhattan (as well as residents of several large apartment buildings surrounding Fordham University) has attempted to engage in a review of Fordham's proposed "master plan" for its Manhattan campus in advance of an anticipated ULURP. Board members have met several times with representatives of Fordham and have toured the area. We have not prejudged the issue, and any formal judgment will have to await certification, a public hearing and more formalized community input; but, at least at the Community Board level, we have formed reasonably strong preliminary views which we believe are appropriate to share with you even prior to certification.

While Fordham has available to it virtually the entire superblock site from Amsterdam to Columbus Avenues and West 60th to West 62nd Streets, it has chosen to deacquisition for fund-raising purposes the Amsterdam Avenue corner sites and has chosen not to build on a large interior area which, although denominated "open space" is elevated at least 15 feet from grade and is therefore not practically accessible to the public, either visually or for actual use. These decisions, coupled with a refusal by Fordham to compromise on its goal of using all available FAR for the remaining footprint, would result in overly massive buildings on the periphery featuring nearly unbroken streetfronts on three sides of the superblock.

Because Fordham has attempted to maximize the FAR which can be squeezed onto the site, it has proposed a development which, in its individual components, and more importantly, as an ensemble, is overwhelming in scale. The site simply will not accommodate what Fordham wishes to do.

With respect to design, we have concerns about each major aspect of the project:

1. Preserving the podium "quadrangle" benefits Fordham but not the community: In developing the plan, Fordham's architects have been constrained by a number of Fordham's non-negotiable imperatives. For example, Fordham insists that it retain in substantially its present form a so-called "podium" which currently covers the entire area between the Lowenstein building on West 60th Street and the Law School on West 62nd Street. Presently, the roof of the podium is used as a sculpture garden and is landscaped. The interior under the "podium" contains the Manhattan campus library and a warren of wide corridors, miscellaneous interior rooms and back stage facilities for the existing auditorium. Additionally, all of the utilities for the Manhattan campus are within the podium at the ceiling level (apparently because the site rests on bedrock at or just below grade and can be excavated only at great cost). We are sympathetic to Fordham's desire to retain the podium because of the costs involved in relocating the utilities, the need for library space and desire to have a "quadrangle" within the site. Nonetheless, the elevation of the podium, as a practical matter, means that it is and will be totally inaccessible from the street

1865 Broadway, New York, NY 10023
Phone: (212) 603-3080 Fax: (212) 595-9317
Web site: www.cb7.org e-mail address: office@cb7.org

Honorable Amanda Burden
December 29, 2005
Page 2 of 5

level. Although Fordham plans to provide staircases up to the podium, none of the plans that we have seen to date appear to embody an inviting entry into the interior of the site. The conclusion is inescapable, that the quadrangle is intended for and will be used by Fordham's students and faculty almost exclusively.

One consequence of keeping the open space on top of the podium is that in order to maximize the FAR available to the site, Fordham must build taller and wider buildings along West 62nd Street and Columbus Avenue. We believe that if Fordham is not willing to remove or reduce the height of the podium, the "quadrangle" must be viewed solely as an amenity for Fordham's students and faculty and not as a community resource (even if it is nominally "open to the public"). From the community's perspective, it makes sense for Fordham to build lower buildings with a larger footprint even if the enlargement encroaches upon the quadrangle. Alternatively, Fordham could keep more interior open space and reduce the total floor area of the project.

In this connection, we note that Fordham has demonstrated a willingness to encroach on the open space when it suits Fordham's purpose. Thus, Fordham's plans call for a substantial portion of the library\chapel\law school\theater to be erected on the current open space.

We call upon Fordham to take a fresh look at its "podium problem". Of all possible solutions it seems to us that leaving the podium as is, fifteen feet above the nearest sidewalk and unusable by the public, is the worst.

2. The north-facing street walls are too massive: The West 62nd Street frontage is presented as a long and unarticulated wall of buildings stretching from the corner of Columbus Avenue to the proposed new residential tower at Amsterdam Avenue. For almost the entire distance, the wall will be more than 200 feet in height. While there will be marginal street level activity (e.g., a university store and theater entrance), there will essentially be a fortress wall facing Lincoln Center and Damrosch Park virtually the entire length of the block.

3. The Columbus Avenue towers are too tall and too long: With respect to Columbus Avenue, Fordham proposes to build two block-long towers of 485' and 445' (plus elevator tower), stretching from West 62nd Street to West 60th Street, lot line to lot line, separated only by a staircase and connected by a bridge. These towers are unrelated to any context anywhere on Columbus Avenue.

4. The stairways are not designed to invite the community in: As mentioned above, the access stairway to the podium on West 62nd Street and on Columbus Avenue do not appear to be suited to achieve their ostensible purpose of inviting the community up and in. While Fordham has compared the staircases to the Spanish Steps in Rome, any such comparison is ludicrous. The staircases as proposed by Fordham are unlikely to be areas of congregation and lounging (neither will be in the sunlight at any time) and appear more likely to act as barriers to anyone not having actual business at Fordham.

If Fordham truly were desirous of creating an invitation to use the podium (a goal which we believe is nearly impossible to achieve), it might consider designing a broad and pleasing gradual incline at the corner of West 60th Street and Columbus Avenue. Such a broad entryway (like the steps to the Metropolitan Museum of Art) might attract casual use and even increase use of the quadrangle by the community.

5. Fordham fails to address West 60th Street at all: Tellingly, Fordham's plan makes no effort whatsoever to address or ameliorate significant design flaws with respect to its existing structures. Most important of these is the West 60th Street wall forming the southern barrier of the podium. This wall is at least 15 feet in height and is unadorned by doors, windows, banners, artwork, or even graffiti. It deadens the entire northern side of West 60th Street for the length of the podium. The space within the wall is currently in use, and it would require very little imagination to dedicate that space to uses for which windows and/or doors on West 60th Street would be appropriate. This minor amenity for the community has not even been considered by Fordham.

6. Development of design criteria would be a win-win for Fordham, the private developer and the community: Many elements of design are not and cannot be governed by the Zoning Resolution. Nonetheless, good design is an important part of good planning. An excellent example of how good design ideas can create a positive impact is the Rose building, a few blocks north of Fordham. In approving various special permits for Lincoln Center, the City Planning Commission required that certain design parameters be adhered to, among them the chamfering of a corner of the building. The resulting project benefitted immensely from the design guidelines. We believe that considering design features at an early stage in connection with Fordham's application will benefit all involved — particularly the community. We urge City Planning, in conjunction with Fordham and with our participation to develop clear, mandatory design guidelines for all buildings (including the parcels being deacquisitioned) and streets with a view to promoting excellence in architecture, pedestrian circulation, animated facades, transparency. This is a great opportunity to create something special; no one should look back with regret.

7. Any approvals must be accompanied by use restrictions: We have a significant concern, which Fordham has been unwilling to address, that if the requested height and bulk restriction waivers are granted Fordham will at some future date sell off all or a portion of its remaining property for private use; that Fordham will never build or having built, will abandon the remaining structures on Columbus Avenue and West 62nd Street. Accordingly, as a minimum, any proposed waivers must be acknowledged by a firm and legally binding restriction as to use so that any structures built on the site would be dedicated to educational purposes.

8. The garage requires study: Fordham's plans are so problematic and create so many issues that Community Board 7 has not had time to consider what in any other project would be a huge red flag: the creation of a massive parking garage on a site which is supposed to provide an urban educational experience. Perhaps use of the floor area reserved for garage use can be used for more direct educational purposes, thereby reducing the size of the buildings being proposed.

This letter expresses some of our larger concerns. We have given some thought to other ideas but have not fully developed those ideas and will not do so unless Fordham is willing to consider radical departures from its plan. For example, we have imagined the creation of an arcade/passageway at grade level within the podium from West 60th Street through to West 62nd Street and from Columbus Avenue through to the cul de sac on West 61st Street. These intersecting arcades could be attractive for students and faculty alike and could be used during non-business hours and for motorized deliveries.

We have also imagined a design in which some or all of the buildings are not strictly rectangular but are angled on one or more sides to create more open space on the street frontages, rather than the interior.

Honorable Amanda Burden
December 29, 2005
Page 4 of 5

Fordham's Public Trust

In the foregoing analysis we have refrained from commenting, for the present, on the underlying ethical issue about which many in the community have strong feelings: Fordham acquired its site following the city's exercise of its powers of eminent domain. Construction on the site was dependent upon the eviction on thousands of tenants who resided there. The underlying rationale was that the educational goals of Fordham justified the hardship entailed in clearing the site. For more than forty years a substantial portion of the site has been warehoused and has not been used for educational or any other purposes. Fordham has apparently concluded that it will never need to use the sites it proposes to sell off. Many in the community believe that, if Fordham cannot use the land, it should be reacquired by the city and dedicated to educational use. Anything less, it is argued, would be a betrayal of those former residents who were forcibly dispossessed.

The ethical issue is compounded by the apparent fact that the only way Fordham can afford the overly massive structures it proposes for the remainder of the site is to sell off a portion of this land made available to it only through the draconian powers of eminent domain.

Conclusion

In general, Community Board 7 objects to a process which has required Fordham's architects to maximize the floor area, minimize the cost and disregard public amenities. Given that Fordham received this property at nominal cost to itself and at great cost to those who sacrificed their homes to make it possible, the very least Fordham can do is to attempt to be a good neighbor.

Community Board 7 respectfully suggests that this project is not ready for certification. To date, all of the thought-processes which have informed the plan have been to do the bidding of Fordham at the expense of the community. The time has come to re-order Fordham's priorities and to redesign a university campus that does not turn its back on the community.

Respectfully yours,


Sheldon J. Fine, Chairman


Richard Asche, Co-chair, Land Use Committee


Page Cowley, Co-chair, Land Use Committee

Honorable Amanda Burden

December 29, 2005

Page 5 of 5

cc:

Brian J. Byrne, Ph.D., Vice President for Administration, Fordham University
Reynold Levy, President, Lincoln Center, Inc.
Monica Blum, President, Lincoln Square B.I.D.
Patricia Ryan, President, Tenants Association, Amsterdam Addition
Shirley Jones, President, Tenants Association, Amsterdam Houses
Dan Brodsky, The Brodsky Organization
Dr. Sidney Goldfischer
Michael Groll
Anna Levin
Simon Sindon
Michael Roos
Joan Laurie
Ron Kraus
Madeleine Polayes, Coalition for a Livable West Side
Rev. John Foley, C.S.P., Pastoral Administrator, Church of St. Paul the Apostle
Gale Brewer, City Council Member, District 6
Scott Stringer, Manhattan Borough President Elect
Richard Gottfried, NY State Assemblyman
Tom Duane, NY State Senator
Jerrold Nadler, U.S. Congressman

National Center for Schools and Communities

Comments for Environmental Scoping Hearing for
the Lincoln Center Master Plan Development
September 10, 2007

Good afternoon. I am John Beam, Executive Director of the National Center for Schools and Communities, a joint project of the Graduate Schools of Social Service and Education at the Lincoln Center Campus of Fordham University. I would mention in passing that we are one of the many programs of the University that are scattered about the neighborhood because the University has outgrown its present physical plant. My task today, however, is to provide you with a few examples of the ways in which Fordham's programs and facilities are integrated into the fabric of the community of which we are a part.

The National Center for Schools and Communities provides research, policy and data analysis, evaluation assistance, and other strategic resources to school reform activities of students, parents, and educators and to major providers of community based social services – many of which receive assistance from the City budget.

The public often rightly assumes that research is a preoccupation of academics who engage in dueling research papers. The work of our center, however, and of many of our colleagues in both Education and Social Work aims squarely at improving the quality of education and social services available for New Yorkers. For example, we have recently begun an evaluation of the YWCA's Polly Dodge Early Childhood Learning Center (Pre-K). We also provide an annual implementation review for the YMCA's Virtual Y after school program, which includes many schools in Community School District 3 and Community Planning Board 7.

Similarly, our evaluation work with MOUSE, a service-learning/technology education program, has helped improve programming for students from middle and high schools in our surrounding neighborhood, including, for instance, Brandeis High School. MOUSE Squads handle some or all of the computer and related maintenance in their schools, saving the Department of Education millions of dollars annually.

Finally, we work closely with Peace Games, a violence reduction/peace education model we helped bring to New York. We are performing a pilot evaluation of their initial efforts here, which in our neighborhood include working with students and faculty at P.S. 191, Hudson Honors Academy, and P.S. 87, as well as two relatively nearby schools in Harlem, P.S. 185 and P.S. 208. Our strategic aim in all these partnerships is to help improve the quality of center- and school-based child and youth development programming serving thousands of students in our community.

Our partnerships with these and other groups, large and small, frequently involve providing *other* resources they need to advance their work for the community. This being New York, space is frequently one of these items. Despite our space crunch, we work closely with Fordham's Conference Services and Residential Life staff and the graduate schools and undergraduate departments to co-sponsor a variety of activities that bring the life of the community right into the university by providing space and technology.

For the past three summers, we have co-sponsored KidsCreative, a full-day, six week-long theater camp that serves students' enrichment needs and provides urgently needed child care for working families from the New York Housing Authority Amsterdam Houses along Tenth Avenue. The finale of this year's program was *Savage vs. Cabbage: The Quest for Negative Energy*, a wildly imaginative original play created, performed, sung, and danced by nearly 50 elementary and middle school students. (The moral of the play, by the way, is that there are other ways to live besides creating negative energy.)

FORDHAM

U N I V E R S I T Y

New York City's Jesuit University

National Center for Schools and Communities

The National Center for Schools and Communities hosts numerous professional development activities for teachers and other school-based youth workers. For example, 28 teachers from Hudson Honors and P.S. 191 used a state of the art amphitheater-style smart room in Lowenstein for a two-day weekend faculty retreat. Over the past two years, Peace Games has held half a dozen staff trainings at the Lincoln Center campus.

PENNY, the Progressive Educators Network of New York, which represents principals and parent leaders from many of the small elementary and middle schools in District 2 and 3, has met regularly at Lowenstein. PENNY also organized a legislative information session on small school issues attended by area city council representatives as well as state legislators.

We have also borrowed space from McMahon Hall (the dorm building) and the cafeteria atrium for three Saturday conferences organized by and for parents and their neighbors to explore and debate the state of the City's public schools.

Although our office has hummed with as many 17 professionals, research assistants, interns, and undergraduate work study students sharing way fewer than 17 desks, we provide regular meeting space for monthly meetings of a grandmothers' action group that grew out of a continuing education project of the Graduate School of Social Service. The Independent Commission On Public Education, which draws heavily on the energy of Upper West parents, meets in our offices weekly. I should mention that, by current Fordham realities, our space allocation would have to be considered generous if not luxurious.

As one of Fordham's bridges to and from the community, we are always happiest to see public school students sharing University facilities. Hudson Honors and Center Middle School have both held graduations at Fordham. Last winter and spring, we were able to provide a group of student researchers a smart room and locker space for their participatory action research project that collected hundreds of surveys – on the street and on-line – exploring how their peers feel about their high schools when they have an outlet to express themselves. This summer we found space for a six-week seminar of high school students who wanted to study the political history of public education.

The MOUSE project has held six sessions in Fordham computer labs and classrooms to train dozens of student computer techs from middle and high school students from Community School Districts 2, 3, 5, and 6. MOUSE also organized two smaller seminars at Fordham for students on how to apply for the college.

To close with a non-real estate related point, I would like to mention that one of the pillars of the Fordham educational philosophy is the notion of community service. Twenty-five undergraduates from Fordham's community service program and two community service work study students help students and teachers build peace-making skills in local Peace Games schools, and particularly at Hudson Honors and P.S. 191, which are literally across the street from the Lincoln Center Campus. Ten more are tutors for the America Reads and Math Challenge program in these schools.

Finally, I want to suggest that the examples I have discussed are just that, examples, not an exhaustive overview. Fordham University encompasses other centers, other community service activities, other field work programs that represent many other links with our neighbors and opportunities for us all to work together.

Klèves

OFFICE OF THE
CHAIR

COMMITTEE FOR ENVIRONMENTALLY SOUND DEVELOPMENT, Inc.

SEP 20 2007

P.O. Box 20464, Columbus Circle Station, New York, NY 10023-1492

Telephone (212)877-4394

1655

Testimony for Fordham University Lincoln Center Expansion Project at NY City Planning Commission Hearing, September 10, 2007

My name is Olive Freud, Vice President of the Committee For Environmentally Sound Development.

This project is not environmentally sound.
It is exactly the opposite.... Unsound.

Our area has not attained the Clean Air goals set by the Federal Clean Air Act. Inserting greater density just makes things worse.

Traffic in the area is greater than the capacity of our streets. That is why there is so much congestion. The City administration has finally faced the problem with a plan for congestion pricing- keeping cars out of mid-Manhattan. And now Fordham University comes up with a plan to bring more cars into our area. What we should be doing is eliminating garages. It is not only this area that is affected, but it means more traffic in the whole of Manhattan as cars travel to their destination.

But on a much larger scale. It is in our era, our time that humans are confronted with global warming. It is human activity that is causing the planet to warm up with all the consequences of storms and melting glaciers. Yet this project is an example of the kind of human activity that we must avoid – rein in. The density and height of this project makes it an energy guzzler.

It is unfortunate that a university, a place of learning is not learning... is continuing the same activities that are the cause of global warming.

Further. It is a shame that a university which should be a model of civic virtue is attempting to abuse this City and its citizens who have done so much for the University. This campus was given to Fordham for educational purposes under an urban renewal plan that threw out all the poor people. EDUCATIONAL PURPOSES. This space must not be used by the developers to enrich themselves with luxury residences.

Up until now Fordham has been an asset to this community. We want it to continue in harmony with those of us who live here.

Testimony of **Michael P. Graff**, as a resident of 161 West 61st Street, New York, NY 10023, an address surrounded on three sides by Fordham University.

Re: 05DCP020M, etc. [Fordham University Lincoln Center Master Plan]

Subject: Transit and Pedestrian Environmental Issues; Pedestrian Flow and Conditions

Introduction: This is to address environmental study issues described in CEQR Manual, Section P., as applied to Pedestrian Flow and Conditions.

100. The introduction of facilities for an additional 2,651 students, plus additional 240 attendant faculty and staff (the precise number is not revealed)¹, together with over 876 additional residential units, public or accessory parking for over 470 cars, and their staffs and related servicing deliveries and traffic in this two block area covered by the plan can be expected to have a significant impact on the pedestrian flows on the sidewalks, crosswalks and intersection corners to process or store the volume of pedestrians expected to be generated by the proposed action.

Schools Safety is an important aspect of § 200. The study should also consider the combined impact on the same crosswalks caused by the enlargement of Fordham's school population will be added to that of the other schools within a ¼ mile radius, including, but not limited to—

- a. The increased size of John Jay College of Criminal Justice
- b. New York Institute of Technology
- c. The Beacon High School on West 61st Street, whose students also spend their leisure time on West 61st Street between the cul-de-sac and Amsterdam Avenue.
- d. The school of Ballet at 211 West 61st Street
- e. Professional Children's School on West 60th Street between Columbus and Amsterdam Avenue.
- f. Fiorello LaGuardia High School for the Performing Arts.
- g. M. L. King, Jr. High School
- h. Julliard School
- i. P. S. 191

The impact of these school populations upon crosswalks adjacent to Fordham going forward, leading to all 6 train lines, and 9 bus lines, **together with Fordham's own significant inter-campus shuttle van service (which is not covered in the draft proposal), must be studied.**

¹ Fordham is also referencing additional undergraduate schools of Business Administration and Performing arts, faculty housing athletic facilities, which will attract additional spectators, all of which will heighten the impact on transit and pedestrians. These accretions on individuals is nowhere adequately quantified.

Fordham's statement on p. A-13 under Task 15 B is misleading for the following reasons:

a. It suggests that the element of the 66th Street Station of the No. 1 line might not be examined, yet one of the exit on that station, which enters Lincoln Center, exits directly across 62d Street entrance to the expanded Fordham law school. It is the exit of choice.

b. It states that the Proposed Action is unlikely to generate enough bus trips to warrant a detailed study. This is totally incredible, given the enlargement of the population of students, faculty, visitors, staff and other suppliers, as well as the enlargement of intercampus shuttle service presently serving those individuals.

Fordham's limitation of the study to the three intersection locations on A-14 is inadequate. The following intersections should be added:

a. Columbus Circle and a whole

b. Columbus Ave. and West 61st Street

c. The intersections on West 61st and West 62nd Street with Broadway.

d. The intersections of West 60th, West 61st and West 62d with Amsterdam

Ave.

In particular, the factors should be studied showing how West 61st Street between the cul-de-sac and Amsterdam Avenue, truncated by the formation of the super-block occupied by Fordham, will be overburdened. Its 500 residents, together with its staff, visitors and the staff of the residents, as well as their suppliers will be reduced. They now enter and exit either through West 61th Street or West 62d Street. Fordham's plan calls for the elimination of the latter, so that the sole egress and entrance will be on West 61st Street.

On that small street, a public garage holding 200 vehicles, mostly transient was recently build, which exits on across the north sidewalk. Fordham's plan calls for the creation of a 435 car parking garage and a truck loading doc across the south sidewalk on that little street. The noise, air pollution, vehicle and driver/passenger impact of this new construction on that now-overcrowded street should be studied

Due to the packed schedules, capacity and length of the trains, they cannot accommodate more passengers during the rush hours. Presently, one must wait on the already overcrowded station for multiple trains to pass before one can squeeze into one during the rush hours. Moreover, additional turnstiles would be needed on the Lincoln Center entrance to the 66th Street station to accommodate the crowds.

500. Mitigation:

A study should be made on whether and to what extent overcrowding of West 61st Street between the Cul-de-sac and Amsterdam Avenue could be mitigated by the continuation of the access from the condominium's north exit to West 62d Street, which has been granted by Fordham to the condominium since the establishment of the condominium.

600. Alternatives:

A study should be made on whether and to what extent overcrowding of West 61st Street between the Cul-de-sac and Amsterdam Avenue could be mitigated by the continuation of the access from the condominium's north exit to West 62d Street, which has been granted by Fordham to the condominium since the establishment of the condominium.

BRIAN KETCHAM ENGINEERING, P.C.

175 Pacific Street, Brooklyn, NY 11201, 718-330-0550

Analysis of the Draft Scope of Work for the Fordham University Lincoln Center Master Plan
Environmental Impact Statement dated June 20, 2007

The Project

Fordham University is proposing to build up to 2.5 million square feet on the superblock located just south of Lincoln Center, between West 60th to 62nd Streets, from Columbus to Amsterdam Avenues. Of this maximum floor area, approximately 40% would be private residential development authorized under current zoning, except that the project would require a special permit for accessory parking spaces, which is otherwise not allowed in the highly congested Lincoln Center area. Residential development makes up about 70% of the first phase of the project, accompanied by academic facilities, an undefined portion of which are student dormitories. Phase I, to be completed in 2014, is intended to generate funds for Phase II, which is entirely for academic purposes. The plan is to replace two existing university buildings and expand the campus by 1.6 million square feet by 2032. The student population would grow by 40% and faculty and staff by 45%; together with the new residents, the project would add more than 5,000 people to the area. The addition of these trips that would otherwise not occur is grounds alone for project approvals to be subject to the State Environmental Quality Review Act (SEQRA).

The Action and Lead Agency Designation

The primary Action subject to State Environmental Quality Review (SEQR) regulations is the discretionary approval by the Dormitory Authority of the State of New York (DASNY) to fund and undertake the Fordham University Lincoln Center Master Plan. A secondary Action is City approval of a Special Permit for 470 accessory parking spaces. The project, i.e., implementation of the Fordham Master Plan, is *not* the SEQR action, *per se*, as presented in the scope. The distinction is significant because State regulations define the "lead agency" as the agency "principally responsible" for carrying out, funding or approving an action. Under City rules, only the lead agency may make the SEQR determination. Other agencies that have some jurisdiction are known as "involved agencies." However, according to the City Environmental Quality Review Technical Manual, "SEQR rules allow selection of a City agency as lead when the primary location of the action is local and/or the impacts are primarily of local significance." Thus, the Environmental Assessment Statement and the Draft Scope for the Environmental Impact Statement (EIS) follows recent practice in which the State delegates SEQR authority to the New York City Department of City Planning and names DASNY as an "involved agency."

Lead Agency Obligations

The dual agency responsibility for SEQR/CEQR carries the obligation to comply with both State and City procedures and policies. The integration of both perspectives is evident in the intention in the Draft Scope to analyze impacts of Phase II of the project 25 years hence. While a 25 to 30 year horizon is standard in EISs for State infrastructure projects, this represents an encouraging evolution of City CEQR policy, which has heretofore maintained that analyzing conditions more than 10 years into the future was unrealistic.

Public Purposes Not Defined

The Draft Scope fails the initial CEQR requirement for an EIS, which is to define the public purpose of the project. In this case, the particular obligation is to demonstrate how funding the

Fordham project meets DASNY criteria and program priorities. Since the residential portion of the project could be built as-of-right under existing zoning, the main discretionary City action for which the public purpose must be explained is a Special Permit for 470 parking spaces when the zoning of the Special Lincoln Square District, in which the project is located, assumes no additional parking without a showing of no adverse effect on congestion, air quality, noise and the city's economic viability. The CEQR Manual stresses the importance of defining the project purpose and public need for the project at the beginning of the EIS or EAS process in order to identify alternatives in the scope of the EIS to assure there are sufficient resources to assess them. This is especially important in view of the Mayor's long-term sustainability goals, his policy to limit vehicle entries into and vehicular travel within Manhattan south of 86th Street and his commitment to cut global warming carbon dioxide (CO₂) emissions by 30% from current levels by 2030. None of these considerations is mentioned in the Draft Scope, which must be amended to include them. The fact is that actual CEQR practice is an evolving methodology within the framework of the CEQR Technical Manual, which is broader than is generally acknowledged. Specific examples are described below.

Future Baseline Condition Wrongly Includes Major Part of the Project

In contrast to hiding behind the CEQR Manual to avoid a more rigorous or realistic procedure is the manipulation of CEQR methodology to justify dubious analytical approaches that are, in fact, contrary to the specific intent of CEQR. Safeguards against such manipulation must be inserted into the scope of the Fordham EIS, particularly in defining future baseline conditions against which project increments are measured. The danger lies in the Draft Scope statement that the "proposed development would be as-of-right with regard to use and floor area" except for special permits for height and setback waivers and accessory parking. This exception belies the claim. Just because the proposed floor area is permitted under current zoning doesn't mean that it will occur by 2014 (or even by 2032). The Manual specifies accounting for "market conditions, existing trends and other constraints and incentives (including zoning and public policy)" in determining what development is "reasonably to be expected to be completed" by the build years. Since the zoning assumes no on-site parking and this constraint is increasingly backed by public policy, the assertion of full site development is disingenuous. To guard against this kind of distortion of project increments, the Manual specifies:

For a phased project, the no action conditions are assessed so that the accumulating increment of the project phases can be disclosed. *This means that the no action case does not contain any part of the project.*

This restriction must be explicitly inserted into the Draft Scope. Others follow.

Task 13. Energy: The New York State Energy Plan demands that all new development consider energy impacts. The energy analysis in the Draft Scope appears focused on the adequacy of the energy supply to meet demand "based on square footage and usage." It must be made clear in the Draft Scope that this analysis must consider the effects of mobile source consumption by new and existing motorists increasing fuel consumption. A starting point is procedures adopted by the NYS Department of Transportation to quantify mobile source energy impacts for SEQR of roadway projects.

Task 14. Traffic and Parking:

Accurate trip generation estimates are the foundation of a valid traffic analysis. The Draft Scope says these will be "developed based on information provided by Fordham, extensive surveys performed in 2003, the CEQR *Technical Manual*, and rates developed for similar uses from

previous studies.” The Fordham data has the potential to greatly improve the validity of travel forecasts and given their importance *should be made available for public review before any comment period on the Draft Scope is closed*. This is important because as many as 25% of Columbia University staff drive to work, according to recent surveys for its own EIS. Without close examination of the Fordham data, it is not known whether the Columbia findings apply to the Fordham area. The underlying assumptions for trip type must be understood to modify forecasts to account for some form of congestion pricing. This prospect completely invalidates CEQR Manual estimates based on reference sources that are three decades old. For this project, additional surveys must be performed for residential development. Developers must be required to collect current data from nearby projects to more accurately estimate future project impacts. Compared to the overall cost of this and similar projects, data collection is not costly.

The traffic study area shown in Figure A-13 must be expanded to include project impacts along the West Side Highway and the Henry Hudson Drive. It is a disgrace that large developments in New York City continue to leave out major largely state-controlled roads. The Henry Hudson Drive is at capacity for much of the day as are parallel roads like Riverside Drive. To continue to ignore impacts on key access routes could have severe impacts. In addition, the intersections shown as “potential additional analysis intersections” must be included in the analysis. Plus, intersections along West 72nd Street (West End Avenue, Amsterdam and Columbus Avenues and Broadway) that provide access and egress to the Henry Hudson Drive must be analyzed as well. It might also be prudent to analyze the intersections of Broadway and Eighth Avenue at 57th Street for project impacts.

It is not clear whether manual counts will be taken for one day or three. Considering the failure of the same consulting firm to collect sufficient data for the Seventh Regiment Armory project, which resulted in underreporting of project impacts by as much as 50%, the Draft Scope for this project must assure that turning movement counts will be collected for three days (a Tuesday, Wednesday and Thursday) in addition to one week of ATR counts. In addition, classification counts must be taken along Broadway, Ninth Avenue (Columbus) and Tenth Avenue (Amsterdam), all of which exhibit very large taxi and truck movements, data essential to traffic, air quality and noise analyses. ATR counts must also be taken along the Henry Hudson Drive and along 72nd Street. With the addition of 72nd Street, manual counts must be taken for three days at 25 locations.

Traffic impacts must be analyzed using a traffic simulation model such as Synchro to demonstrate visually the real impacts of traffic spillback along impacted streets. In addition to generating HCM output that is required by the CEQR Manual, Synchro provides a great deal of operational data that can be used to evaluate project impacts in far greater detail and accuracy than required by the CEQR Manual. Synchro is also far more effective in evaluating mitigation to minimize project impacts. Using Synchro to evaluate multiple scenarios is actually far less costly than applying HCM to multiple intersections for various time periods. Traffic simulation must be utilized to estimate project traffic impacts and the model must be provided to the public for review of the DEIS. Precedents for using these superior tools have been established on other SEQR projects, e.g., Atlantic Yards, and were entirely consistent with the CEQR Manual.

Traffic and Pedestrian Safety. The Draft Scope of Work states that data will be reported but no analysis will be undertaken regarding project impacts. If the data described in the Scope and recommended above is collected, sufficient data would be available to estimate project impacts, i.e., how many additional accidents would occur with the project that are a direct result of project traffic. In addition, NYSDOT provides the cost of accidents (death, injury, property damage

only) so the full social cost of traffic accidents can be estimated. While not required in the CEQR Manual this information must be provided for full review of project impacts.

Task 15. Transit and Pedestrians:

Transit analysis will not be done for buses and will be limited to stairway and control areas for subways. Ignored are line-haul impacts, the effects that other riders will experience with the full effect of the Fordham proposals on NYC. Line haul impacts cannot be ignored especially since the A and C lines are already at capacity.

Pedestrian analysis must be expanded to include Broadway and Columbus Avenue at Lincoln Center. This must not only include the proposed CEQR Manual procedures described in the Draft Scope of Work but also include a full pedestrian-vehicle conflict analysis at each intersection in proximity to the Fordham project and to Lincoln Center, as has been done for numerous State projects under SEQR.

The transit and pedestrian analyses described in the Draft Scope are pro-forma and do not provide any useful information for estimating project impacts on transit or on pedestrian safety. The DEIS must be expanded to include transit and pedestrian analyses that are useful to public review.

Task 16. Air Quality: The air quality analysis follows standard CEQR procedures but includes use of the more “refined” CAL3QHCR model that utilizes LaGuardia Airport meteorological data for estimating conditions seven and twenty-five years in the future. The analysis focuses on two pollutants for mobile source emissions: carbon monoxide and particulates. However, the analysis does not include the more serious particulate $PM_{2.5}$, for which New York is not in attainment and is more likely to be exceeded for this project. $PM_{2.5}$ must be analyzed in the DEIS. The Draft Scope also fails to include carbon dioxide as a pollutant to be analyzed.

The Draft Scope does not reveal the location of proposed receptor sites for mobile source analysis. It is likely they will be limited to the immediate vicinity of the project site. Mobile source air quality analysis must also be undertaken along Broadway and Columbus Avenue in close proximity to the main entrance to Lincoln Center where traffic conditions are more heavily congested, especially just before Lincoln Center show time.

Task 17. Noise: It is assumed the noise analysis will follow CEQR procedures. The procedure is not stated. It is proposed that Fordham University utilize the Transportation Noise Model (TNM) developed by the Federal Highway Administration instead of the simpler and cheaper CEQR approach, which is limited to a few receptor locations. Not only is the TNM more accurate, but it permits estimating project impacts at many locations. It also will estimate the effects of the noise walls created by the new development, most of which is in excess of ten stories and some up to 60 stories. If mitigation is needed, TNM is far better at identifying the effects of mitigation, a feature that is not available with the crude CEQR approach. TNM is utilized by NYSDOT for all projects requiring environmental review.

Brian T. Ketcham, P.E.
September 6, 2007

Kievel

To: Department of City Planning
From: Susan Koeppel
Re: Fordham University's Proposed Development at Lincoln Center

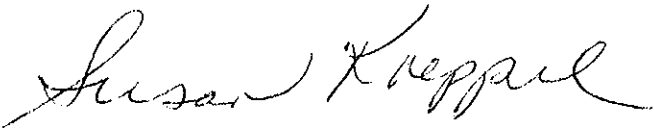
I am a resident of the Alfred Condominium at 161 West 61st St. I am also a student at the New School and a patron of the arts who uses public transportation every day. I use public transportation at all hours, not only at rush hour, and I use it 7 days a week.

The existing transportation system servicing our neighborhood is significantly overburdened. The various subway platforms are always packed with riders, ABCD or 1, it makes no difference. At any hour there is often no room to stand or breathe. There are many times that the heat and congestion is frightening and dangerous.

In addition, our sidewalks, particularly on Columbus, Broadway, and 62nd Street to Columbus Circle are impossibly congested. Pedestrians going to school, performance, hospitals, shopping or business, are often 4 or 5 deep. The sidewalks are impassible under any conditions, emergency or otherwise.

Given the current situation it is a virtual certainty that further development can only have a negative impact. Fordham's proposal is an arrogant effort to profiteer and puts the entire community at risk. The proposed expansion will result in an unnecessary and intolerable environmental burden on our precious neighborhood. I urge you not to allow this to proceed.

Thank you.



Susan Koeppel

RECEIVED
DEPARTMENT OF CITY PLANNING
100 NASSAU ST
NEW YORK, NY 10038
MAY 10 2007

Robert Dobruskin
Dept. of City Planning
22 Reade St., Room 4E
New York, NY 10007

Sept. 11, 2007

Dear Director Dobruskin,

Thank you for allowing me to speak at last night's public meeting concerning Fordham University's proposed campus modifications. I wish to submit the following comments in writing.

URBAN PLANNING & SHADOWS

On a clear bright day, Jacquelyn Kennedy Onassis stood in front of what is now the Time Warner Building. She opened a black umbrella, crossed Columbus Circle, and went on to Central Park. So did Bill Moyers, Lauren Baceall, Christopher Reeves, and James Polshek, who was then Dean of Columbia University School of Architecture. Scores more joined them and opened more black umbrellas, then hundreds, and eventually thousands. They spread out like black ink, in a fan in front of Moishe Safdie's proposed replacement for the Coliseum Building, outlining the dark shadow his massive replacement building would cast over Columbus Circle and Central Park. Developer Mortimer Zuckerman recognized the death of his invasive plan, and replaced Safdie with architect David Childs who redesigned the huge building with a more "sensitive design" with stepped towers, and more light and air between them.

Mass, darkness, and shadows, doomed an inferior urban plan from the outset. Fordham's fortress style proposal should likewise be redesigned for the same reason. The mass of Fortress Fordham's design is appalling. It is grotesquely insensitive to the surrounding low profile of the adjoining Lincoln Center.

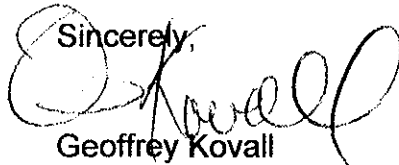
Other signature skyscrapers like the Empire State Building or the Chrysler Building address light and air by being built on a single city block. In contrast, Fordham's proposal is on a two block wide "super block" with an entrance double the width of the entire Empire State Building. Each corner has a new tower up to 10 times the height of adjoining Lincoln Center. Two new slab sided towers connected by a huge multi-storied enclosed building/bridge and an imposing stair case leading to an elevated podium that is not visible from the street on Columbus Ave. These replace 61st Street. Egbert Viele's city-wide grid pattern is wantonly violated in Fordham's plan. Even the World Trade Center, though taller, and larger, placed the towers on the diagonal to increase the light and avoid shadows, while moving all the connecting passageways between towers

below ground so that despite its mass it enjoyed an airy and unobstructed plaza. It was superior Urban Planning. The Fordham design does none of this.

Also, consider that when Fordham obtained their land through Eminent Domain, their mandate was that the University was to be part of the neighborhood, not a fortress above it. Fordham's design needs better connectivity with the neighborhood, rather than walling it off. Lincoln Center does not have a single wall keeping people out. Central Park is free of charge to everyone. Martin Luther King High School on Amsterdam Ave. and 66th St. invites you in with an open plaza in front of the school. Fordham's plan would better serve themselves and the community if it were more inviting and less of a fortress.

One feature of Fordham's plan requires special attention. Their raised "podium." It is a bad design feature now, and it is a bad design feature in the proposed plan. Even Robert Moses who was the single most instrumental person in providing the "super block" was roundly critical of the *elevated* aspect of the "podium" when the campus was first opened. Today it remains a major obstacle in creating any OPEN and INVITING redesign of the campus. Fordham's architects announced to the neighbors that this design feature was one of the non-negotiable elements in their design, and because of that they propose a perimeter "fortress" with four new major towers on each corner of the property, and nothing in the center. Having an elevated "podium" is poor urban planning, and mandating it in a future plan exacerbates it. If Fordham were to rethink their priorities perhaps the whole design could be effective, and yet in keeping with the character of the neighborhood.

The character of our neighborhood is our *openness*. It is a theme that gives our neighborhood it's character.

Sincerely,

Geoffrey Kovall

Fordham Neighbors United
gkovall@golfmaxusa.com

Klavas

BRILL & MEISEL
ATTORNEYS AT LAW

ALLEN H. BRILL
ELLIOTT MEISEL
MARK N. AXINN
CHRISTOPHER S. ALDRIDGE

ROBYN E. GOLDSTEIN
ASHLEY E. NORMAND

ROSALIND S. FINK
COUNSEL

845 THIRD AVENUE • NEW YORK, N.Y. 10022

(212) 753-5599
FAX (212) 486-6587
www.BrillMeiselLaw.com

September 20, 2007

By Hand

City Planning Commission, City of New York
Environmental Assessment and Review Division
22 Reade Street
New York, NY 10007
Attn: Robert Dobruskin, Project Manager

**Fordham University Lincoln Center Master Plan
Comments on EIS Draft Scope of Work
Submitted on behalf of the Alfred Condominium**

Ladies and Gentlemen,

As counsel to the Board of Directors of the Alfred Condominium (“Alfred”), I am submitting the following comments on the draft scope (“Draft Scope”) of work for the environmental impact statement (“EIS”) for the Fordham University (“Fordham University”) Lincoln Center Master Plan (“Master Plan”). The following comments supplement those presented orally at the September 10, 2007 Public Hearing and written comments separately submitted by residents and representatives of The Alfred.

The Alfred is a 210 unit building, built in 1988, which occupies an “out parcel” on the Fordham site. The proposed Master Plan includes an array of new buildings immediately to the north of the Alfred, comprised of a 661-foot private residential tower, a 294-foot dormitory, and two 150-foot academic buildings, and an equal mass of new buildings to its southwest, comprised of a 560-foot private residential tower and a 278-foot dormitory building.

Analytical Framework:**(a) LSURP:**

Prior to addressing specific tasks to be performed in connection with the EIS, the Alfred questions the premise upon which the entire Master Plan is based: that Fordham is no longer bound by the bulk and use controls of the Lincoln Square Urban Renewal Plan ("LSURP") or restricted in its ability to transfer portions of its site to private ownership.

It is indisputable that the 1957 condemnation and associated conveyance to Fordham of this large site, at the cost of thousands of then residents losing their homes, was predicated on Fordham developing the entire site, an integral component of LSURP, as an academic campus complementing the performing arts campus for the benefit of the university, the community, and the City. It was clearly intended, and indeed required, though not enforced, that the site would be fully developed prior to the expiration of the controls which were imposed by LSURP for the public benefit. Scheduled expiration of those controls was only to permit subsequent reuse and disposition of what was to have been a previously completed campus well into, if not at the end of, its useful life, not to permit a critical component of a highly integrated Urban Renewal Plan to be wrongfully land banked for future private advantage. The record is replete with evidence that it was not the intent to allow Fordham to acquire one of the most important development sites in the entire City of New York, for a fraction of its value under the eminent domain power, on the pretext of developing its campus, only to permit most of the site to remain fallow for two generations until regulations governing its development had expired, enabling it to sell or develop the site in its own interest without public purpose. All pertinent documents duly contemplated, intended and required that the Fordham site be fully developed for LSURP purposes prior to expiration of the controls. The Board of Estimate Committee On Slum Clearance reported on October 9, 1957 that the Fordham site "would be developed for facilities for several university departments accommodating about 4,000 students...located on a landscaped campus with architectural treatment suitably related to the adjacent performing arts center." Section 302 of The Disposition Agreement of December 24, 1957, pursuant to which Fordham acquired the site, unequivocally made it clear that Fordham was to "make use of all the land in the Collegiate Site solely for educational purposes".

With this background, the Alfred contends that it is incumbent on the Department of City Planning ("DCP"), as lead agency for the EIS, to weigh carefully the need for the Master Plan as currently conceived, and to evaluate seriously and scrutinize deeply whether there exist alternatives which adhere more closely to the intent of LSURP and which will have a lesser impact on the environment and surrounding community. At the very least, the Draft Scope must analyze the Master Plan against the campus that was to have been developed pursuant to LSURP as set forth in the Schedule F site plan ("Site Plan") which was, or was to have been, attached to the Disposition Agreement.

Renderings prepared by Fordham's own architects and published in the New York Times on December 7, 1957 and January 21, 1959 show a series of buildings of much lower in height, surrounded by greenery, at ground level with no podium blocking access thereto.

(b) FAR:

It is particularly anomalous that Fordham finds itself with such a large amount of developable FAR. Its ownership of virtually an entire "superblock," allows it to develop the site to a much greater density than owners of sites on typically more fragmented blocks. Furthermore, Fordham's acquisition of the street bed of the former 61st Street, augments the footprint of the site to 302,048 square feet, entirely due to the largesse of the City. The underlying zoning designation of C4-7, permitting a maximum FAR of 10, apparently covers the entire site. That appears both inappropriate for a college campus and inconsistent with recent DCP policy, which in this neighborhood would limit such high FAR to the avenues and designate midblocks C6-2, carrying a lower FAR of 6.02. The higher FAR for the entire block results in over 3 million square feet of permitted floor area, more than the Empire State Building and an extraordinary amount for this site next to other public and community facilities, including Lincoln Center, the Amsterdam Houses, John Jay College, and Roosevelt Hospital having, and intended to have, much less density.

(c) No Build Scenario:

The Draft Scope states that the future "no build scenario" will assume that Fordham would lease or otherwise convey the northwest and southwest corners of its site as well as a portion of the site in the midblock on West 62nd Street to private developers to build three new residential buildings. This is analytically improper. The future no build scenario should not include these buildings.

The private residential buildings will not be built and standing in 2014 if Fordham is going ahead with its Master Plan, because the Master Plan includes buildings on those same sites. The future build does not assess alternative scenarios for the same site. If the future build will contain a building on that site, standard CEQR practice provides that the future no build cannot contain an alternative building on that same site.

According to the CEQR Technical Manual, in a phased project, the first phase is not counted in the future no-build for the second phase. The no action condition is always without the proposed project. *See* Ch.2, Section 400, p. 2.6. This makes sense, as otherwise there would not be a true representation of the project's total impacts on the existing condition. The Manual further directs that "expected development" to be included in the no build are developments that are "under construction, planned or proposed." *Ibid.* The Fordham as-of-right developments are not planned or proposed if the Master Plan is going forward.

The full impact of the private residential buildings must be included in the EIS. The traffic, transit and pedestrian analyses must reflect the addition of the 876 new dwelling units, as must the open space and infrastructure analyses. The urban design, visual and wind impact and shadow analyses must assess the effects of the two buildings, and not simply of the difference between the as-of-right and special permit versions. Otherwise there will not be the required disclosure of the Master Plan's environmental impacts.

(d) As-of-Right Alternative:

The as-of-right development should be examined in an as-of-right alternative. CEQR Technical Manual, Ch. 3, Section U 230, p. 3U-1. "Alternatives demonstrate to the decision-makers the possible options to the proposed action and provide a framework for the comparison of potential impacts and project objectives." CEQR Technical Manual, Ch. 3, Section U 100. In other words, the impacts of the as-of-right alternative are judged against the impacts of the proposed project. This cannot be done properly if the impacts of the project without the alternative have not been assessed.

(e) Time Frame:

The analytic time frame for development of Phases I and II of the Fordham Project are inadequate and misleading. Fordham's own representatives at the September 10th Public Hearing emphatically argued that Fordham's programmatic needs require them to expand their academic facilities at the site immediately. Yet its proposed Phase I to be completed by 2014 includes only reconstruction of an existing law school, and some dormitories, but most notably the privately developed high rise luxury apartments. Only in its proposed Phase II, to be completed in 2032, does it propose to develop its business, social services, and education schools, a library and a theater. Accordingly, the Draft Scope should analyze and describe the adverse environmental impacts which would result from Phase II being developed by a much earlier date.

The following comments address specific Tasks of the Draft Scope, keeping in mind that the CEQR Manual states that "unique circumstances of a given proposed action may require analyses in areas not included in the Manual", and we believe such circumstances are clearly present in this case.

1. Project Description:

The Draft Scope gives no indication of the "purpose and need for the proposed action." In order for the decision-makers and the public to evaluate whether there are alternatives to the proposed Master Plan which meet Fordham's needs with lesser environmental impacts, it is critical that the EIS set forth a detailed explanation of the

purpose and need for the plan, and not just a general statement that Fordham needs more space for its activities particularly in view of Fordham's past history and current fluid explanations of its intentions with respect to its various programs and campuses. The statement of need should allow the decision-makers and the public to understand why Fordham wants to triple its academic and dormitory space on this campus; its projected attendance figures, the bases for the projections, and why those projections require the amount of planned new space; the financing requirements for this expansion and how they will be met; the expected revenues from the private residential developments; and how plans for Fordham's other campuses are related to the need for the expansion on this campus. Fordham has just announced the sale of its Tarrytown campus. The EIS should discuss how the newly anticipated revenues from that sale will affect the need for the Master Plan as currently conceived, and how the decision to dispose of 24 acres of existing academic, administrative and dormitory buildings as well as a portion of its Lincoln Square campus is consistent with the parallel effort to construct enormous new expensive facilities on the remainder of the Lincoln Square campus.

2. Land Use, Public Policy and Zoning:

The Draft Scope states that the EIS will "assess impacts on land use and land use trends, public policy, and zoning...and the consistency of the Proposed Action with zoning and other identified public policies." The analysis should assess the consistency of the greatly enlarged campus and 876 units of private luxury residential housing on the land use controls and public policy enunciated by the CPC and embodied in LSURP. The CPC, through LSURP and land use controls put in place in connection therewith, has imposed additional requirements over and above zoning for density, land coverage, and maximum height of structures. Public policy was further articulated by the Committee on Slum Clearance report in 1957 stating that "coverage in the Collegiate Area will not exceed 35%...the low buildings contemplated will result in an attractive open type of development...of landscaped areas with safe and convenient pedestrian walks free of vehicular traffic". These represent the continuing public policy for the development of the urban renewal area, of which the Fordham site is a part.

Although Fordham claims the controls of LSURP have expired, that claim is disputable and entirely dependent on whether Fordham "completed" the construction required by LSURP, a fact which not only has never been satisfactorily established, but which based on most available evidence and logic, only about 25% of the allegedly available FAR having been developed, it has not. The underlying C4-7 zone was never intended to be the sole expression of public policy concerning development of the site. The C4-7 zoning of the site was enacted in 1961 along with the general revision of the City's zoning ordinance. In the first version of the new ordinance, the 1958 consultant report by Voorhees, Walker, Smith and Smith, the Fordham site was to be zoned R8. However, LSURP, which had been adopted in late 1957 (CP-13506), called for buildings on the Fordham site with an effective maximum FAR of 7 (20 stories with 35% site

coverage), slightly larger than would be permitted in an R8 zone. By allowing those slightly larger institutional buildings, the change to C4-7 zoning on the Fordham site was intended to both effectuate, but still be subject to the limitations of, LSURP. The Special Lincoln Square District ("Special District"), which was created in 1969, at a time when the controls of LSURP were effective, was also not intended to replace those controls. In the absence of any articulated subsequent policy, the EIS should assume that LSURP is stated policy.

The most recent pronouncement of public policy with regard to the Fordham site is the Commission's 1989 Report concerning the Fifth Amended LSURP (C 880802 HUM). According to the Report, approving the exclusion of site 4b from the site for disposition to a private developer, it was expected that the remaining Fordham campus, comprising approximately 279,000 sq. ft., would be developed with buildings rising to a maximum of 20 stories and covering no more than 35% of the site. This represents a maximum FAR of 7. The Commission determined that site 4b, approximately 23,000 sq. ft., could be developed at an FAR of 12. The combined site would thus have a maximum FAR of 7.37 $[(279,444 \times 7 + 22,604 \times 12) / 302,048 = 7.37]$. Building heights were limited to 41 stories (comparable to the adjacent Alfred) on site 4b and 20 stories on the balance of the property retained by Fordham, and other amenities, including a landscaped area, circular drive and 62nd Street access were provided for The Alfred. Furthermore in a 2004 CPC report (C 030214 ZMM) regarding the rezoning of an adjacent block, the Commission noted that:

The Department of City Planning has established a zoning policy framework to guide rezonings of the existing M1-6 manufacturing district bounded by West 58th Street, West 61st Street, Amsterdam Avenue and West End Avenue...the framework encourages applicant-sponsored rezonings that reflect changing land use trends and result in building forms that are compatible with the context of blocks to the north and west...the framework recommends rezonings to allow high-density mixed use on avenues with floor area ratios of 10.0, and medium-density mixed uses on midblocks with floor area ratios of 6.0.

Applied to the Fordham site, the average FAR implied by this policy would be 7.40 $[(180.8+90.4+432) \times 100 \times 12 + (302,048 - (180.8+90.4+432) \times 100) \times 6] / 302,048 = 7.40$, assuming a 2 FAR bonus on the avenue sites], almost identical to the 7.37 FAR the Commission determined as appropriate for the Fordham site. The EIS should discuss how this more recent statement of public policy supports the view that the Commission's 1989 Report regarding LSURP should be the basis from which to evaluate the current Master Plan. The EIS should also discuss this policy and its relationship to the availability of an FAR of 10.0 on the entire Fordham site. Although the site is a "superblock" with other institutional uses in the immediate vicinity, without the

superimposed controls of LSURP, there is, as already noted, little else in the way of policy guidance for its development.

Furthermore, the EIS should disclose what the original Site Plan for the campus was. This Site Plan, which was to have been an exhibit to LSURP but has not been available, can be inferred from the above mentioned renderings of the approved campus proposed by Fordham's architects and published by the New York Times, which bears no resemblance to Fordham's allegedly completed campus or to its Master Plan. They represent a configuration consistent with the land use and public policy goals for the site at the time of its disposition to Fordham. It is important for the decision-makers and the public to understand the differences between the original Site Plan reflecting the public policy of complementary, low density and low height academic and performing arts campuses and the proposed plan, and the extent of change from that original land use conception. Also, though it may not then have been contemplated, the Fordham site is central to an educational district which includes among perhaps a dozen schools John Jay College, NY Institute of Technology, Julliard, PS 191 and others. The EIS should study the impact Fordham's fortresslike project, particularly the development of the private condominiums, will have on their interaction.

The EIS should also discuss the land use and public policy impacts of the provision of almost 500 new parking spaces in the Special District where parking garages are disfavored. The intent of the Special District was to affect traffic and circulation congestion in this dense area. The granting of special permits for parking, especially at the scale requested, and simply because demand for parking exists, should be discussed in light of the policy embodied in the Special District regulations, Article I, Chapter 3 of the Zoning Resolution which limits parking in the Central Business District and adjacent areas, and the City's new effort to discourage driving to the area through congestion pricing. This section should also discuss the consistency of the new parking (and indeed of the project as a whole) with the public policies embodied in the City's Plan YC2030.

The quarter mile radius for determining impacts is too narrow, and does not account for the natural boundaries of this neighborhood, which extends to 72nd Street on the north. The boundaries of the study area should be at least one-quarter mile from the periphery of the campus, and not measured from the center of the superblock.

The neighborhood is currently undergoing an extraordinary amount of development, with numerous sites currently under construction, mostly for luxury high rise residential use. Given this amount of activity, it is not only appropriate but essential that Fordham conduct a cumulative impact analysis that includes all development expected to be completed between 2008 and 2014 including the American Red Cross site at 66th and Amsterdam; 15 Central Park West; the new buildings on 59th, 60th and 61st Streets west of West End Avenue; the building at 70th and West End Avenue; Riverside South, including proposed development of the property between 59th and 61st Streets; the

reconstruction of Lincoln Center; the 59th Street Marine Transfer Station; the expansion of John Jay College; and the Museum of Arts and Design at Columbus Circle.

In addition, the EIS should address the proposed heights and massing of the site in light of the dozen or so other developments within the immediate area being built over the next two years which are mostly limited to twenty to thirty-five stories in height.

5. Open Space:

The Draft Scope seems to indicate that the population generated by the 876 new residential units will not be considered as part of the increased population making demands on open space resources, presumably because they are treated as part of the no-build scenario. For the reasons stated above, this is improper.

The podium area on the existing campus should not be considered an open space resource available to the public and should not be counted in the inventory of open space resources. It is an area raised 15-20 feet from street level, accessible only by uninviting, unmarked staircases, often behind locked gates and appears to the public to be an internal part of the Fordham campus and not a public space. Its use by the public is discouraged by Fordham, and it is used infrequently, if at all, by anyone unconnected with Fordham. Similarly, any new open space provided by Fordham on the podium should be excluded as public space. The Draft Scope should, however, study the effect the elimination of the podium and provision of such open space at street level would have as well as addressing the accessibility, usefulness and quality of open space, not merely its quantity.

6. Shadows:

The Draft Scope states that the shadow analysis will assess the difference between the incremental shadows that would be created by the Proposed Action's maximum building envelopes and the shadows that would be produced by development of the three as-of-right residential buildings in the future without the Proposed Action. For the reasons stated above, this is improper. The analysis should assess the difference between the future no build condition without the three as-of-right residential buildings and the future with the Proposed Action. Otherwise, there will not be disclosure of the true impacts of the Proposed Action. The EIS should also address the difference between the expected environmental impacts of the Master Plan and the adverse impacts disclosed in SEQRA and CEQR studies performed in November, 1989 which found adverse impacts from a much smaller proposed development.

7. Historic Resources:

The EIS should not merely analyze the impact of the Master Plan on existing landmarks and historic buildings but should address its impact on the original LSURP

which called for complementary academic and performing arts campuses with ample open space and low rise buildings and especially on Lincoln Center which is itself an important historic resource.

8. Urban Design/Visual Resources:

According to the CEQR Technical Manual, a detailed assessment of Urban Design and Visual Resources is undertaken when a proposed action would result in a building or structure substantially different in height, bulk, form or arrangement than exists. The Master Plan proposes the construction of a complex of buildings at the western end of the site. The buildings will be substantially different in height, bulk, and form from the existing land use and existing structures. These changes will affect wind patterns in the area and clearly have a negative effect on the Alfred.

Generally, the wind approaches the project site from the west, passing over the Hudson River and rising sharply uphill from West End Avenue to Amsterdam Avenue. The resulting compression causes it to gain speed, and the northwest and southwest corners of the project would intercept this wind and shed turbulent wind currents that could be detrimental not only to the Alfred but its and other neighboring pedestrians.

A mathematical wind analysis should be performed for different combinations of structures in place at different times, and model wind tests should be performed to verify the mathematical analysis, taking note of stresses and deflections at critical locations on the Alfred taking into account its original wind load design specifications

In view of Fordham's seeking waivers regarding minimum distance required between walls or lot lines which would place buildings in such close proximity to the Alfred as to render their bulk menacing to the residents thereof and inimical to good design, in addition to the wind analysis, the Draft Scope should analyze the adverse impact, including on light and air, shadows, privacy, and sight lines, such waiver with respect to the buildings on sites 4 and 5A as well as sites 3 and 3A would have on the Alfred.

9. Neighborhood Character:

The EIS should address all adverse environmental impacts of the exploitation of the Fordham site to its maximum FAR in light of the current and accelerating policy of reducing density within the City of New York as evidenced by the recent down-zoning of the Upper West Side of Manhattan and Jamaica Queens reflecting a clear recognition that the increasing population, overtaxed infrastructure and a more sophisticated understanding of the adverse effects of excessively dense development on the quality of life and public health requires an overhaul of a Zoning Resolution conceived almost a

half century ago “to avoid inappropriate and non-contextual buildings and preserve the character and diverse population of the neighborhood”.

11. Infrastructure; 12. Solid Waste and Sanitation Services; and 13. Energy.

The analysis should discuss not only the demand placed on the sanitary sewage handling and treatment system, but also the effect on the frequency and impact of combined sewer overflow events. Additional inputs to the treatment plant lower the threshold at which a combined sewer overflow event is triggered, with attendant impacts on water quality.

The increase in demand that the Master Plan will place on these systems should be assessed for conformity with the City’s PlanYC2030. Demand from three million square feet of new development should be quantified, its relationship to PlanYC2030 objectives should be discussed, and measures to address any necessary reconciliation should be developed.

In this regard, it would be appropriate to undertake a cumulative impact analysis integrating the numerous developments planned or underway in this area of the west side to assess accurately the consequences of the growth on these infrastructure systems. Areawide mitigation or improvements, if needed should be committed to by the City or the City should consider the imposition of some type of impact fees as were developed in the Hudson Yards rezoning.

14. Traffic and Parking:

Traffic Study Area: Because of changes in the design of West End Avenue and traffic patterns that more heavily use that street, the traffic study area should include additional intersections along West End Avenue including the intersections with 65th, 66th and 72nd streets. Similarly, intersections along Amsterdam and Columbus avenues and Broadway should include those with 65th, 66th, and 72nd streets. The study area should extend to the Hudson River so that the study includes traffic flow on the Henry Hudson Parkway/ West Side Highway.

Traffic Methodology: The EIS traffic analysis should fairly portray the extent of current traffic congestion. If over-saturation or cycle failure at one intersection causes queue spillback to an upstream intersection, then the EIS methodology should make sure that delay at the upstream intersection is characteristic of Level of Service E or F, even if traffic volumes indicate otherwise. The analysis should also take into account the extensive use by Fordham of shuttle vans which congest the area.

Modal Split Survey: The Draft Scope proposes to base modal split on a 2003 internet survey which, according to Fordham, “revealed that of all persons for whom

Fordham would provide parking if desired, . . . approximately 24.4 percent would use the on-campus parking garage once it becomes available” (Fordham Proposal, Attachment #11, p. 15). City policy, however, is not to provide parking to anyone who desires it, but to limit parking to reduce driving. Consequently appropriate questions for determining modal split are “What proportion of the faculty and staff now drives to the Lincoln Square campus?” and “How many of the future faculty and staff would drive if parking is *not* provided?” Clearly a survey more consistent with City policy is required.

Parking: Parking is one of the most critical areas for examination, since the approvals sought by Fordham center most significantly on special permits to add parking spaces to the area. The analysis should recognize that City policy, expressed in the Zoning Resolution (Article I, Chapter 3), seeks to limit any addition to off-street parking in the CBD and surrounding areas. Furthermore, the City has recently announced a new policy to reduce the number of vehicle entries to Manhattan south of 86th Street (City of New York, *PlanYC: A Greener, Greater New York*, April, 2007). Since fewer vehicle entries require less parking, actions that add parking to the controlled area, as Fordham’s special permit request would, tend to undermine the new policy. In response to suggested modifications, the City may place the congestion-pricing boundary at 60th Street, the boundary of the Central Business District. More parking near this boundary may attract drivers who would not normally enter the Lincoln Square District and who desire to park near, but not enter, the CBD.

In the Special Lincoln Square District, specifically, the Commission decided to limit parking facilities “in order to control the volume of and impact of residential, commercial and transient vehicular traffic in the area,” particularly the impact on pedestrians in this congested area (CPC report, CP-20365A, March 19, 1969). Since the Fordham campus already serves twice the number of students it was designed for, and Fordham expects that number to grow by more than 25% upon implementation of the Master Plan (Fordham Application, Description of Proposal, p. 5), adding two parking garages to the expanded campus will cause just the conflicts that the Commission was concerned about.

The EIS should examine the impact on traffic and congestion of placing more parking in Lincoln Square in contradiction to current and likely future public policy.

Parking Study Area: The parking study area should extend a quarter-mile to a half-mile from the site, as is typical (see CEQR Technical Manual, p. 3O-5). If large garages, such as those at Riverside South, straddle the quarter-mile boundary, the entire garage should be counted as within the parking study area. The parking inventory should include approved garages, including those that will be built at Riverside South north of 61st Street, since the sizes of those garages are already known, as well as planned garages, such as those proposed to built at Riverside South between 59th and 61st streets.

Residential Parking Requirements: Fordham claims that the City policy to limit parking as expressed in the Special District regulation is “an anachronism” (Fordham Application, Attachment #11, p. 16), but also cites examples of new residential buildings in the area that do not provide parking. The Commission has addressed parking in the area by authorizing parking garages in more peripheral locations, such as at Riverside South, which will have at least 3,500 spaces when completed. The EIS should evaluate the request for residential parking at this location in light of the Commission’s broader policy of limiting parking within the Special Lincoln Square District while providing it at peripheral locations.

University Accessory Parking: Fordham claims it must provide parking on the campus because off-site parking is “impractical for academics carrying books and papers.” Yet Fordham currently has only 35 parking spaces and admits that most parking by its faculty and staff is occurring off-site (Fordham Application, Attachment #11, pp. 15–16). Fordham claims that off-site parking is either far away or is disappearing. Yet the Commission recently approved a project on the next block, 60th to 61st streets between Amsterdam and West End Avenues, that will include a garage for 190 cars. Projected redevelopment of the northwest corner of that block could add a garage with another 66 spaces. The EIS should examine whether new or existing garages like these in surrounding blocks could satisfy Fordham’s minimum requirements. The EIS should also examine whether Fordham could contract with owners of these garages to rent spaces on behalf of its faculty and staff rather than construct new spaces within the Special Lincoln Square District.

Overall Parking Requirement: Fordham claims that it must provide on-site parking because there are insufficient parking spaces available in the area (Fordham Application, Attachment #11, pp. 15–16). However the evidence belies this claim. A recent EIS completed by the Commission reports that there are at least 2,300 available spaces in the area during both midday and overnight hours, and that number will not decline by much in the future (West 61st Street Rezoning FEIS, pp. 14-7, 14-14, 14-27). This level of parking availability is clearly more than sufficient to accommodate Fordham’s requirements, no matter how expansively defined, and the EIS should say so.

Safety and Pedestrian Conflict: Since a purpose of the Special Lincoln Square District is to limit parking in order to avoid conflicts between vehicles and pedestrians, the EIS should carefully examine the safety hazards posed by traffic turning onto 62nd Street to reach Garage A. The EIS should also carefully examine the conflicts, both traffic and traffic/pedestrian, of having two garage exits and a loading dock on the short West 61st Street cul-de-sac.

61st Street cul-de-sac: The only internal vehicular access within the entire Fordham superblock is the truncated portion of West 61st Street terminating in a cul-de-sac between the Alfred and a Fordham dormitory already overtaxed by pedestrians and

vehicles in those two facilities. The EIS should analyze the adverse impact on that street and adjacent properties of additional traffic as well as the effect of additional parking ramps opposite existing parking ramps. Fordham's current Draft Scope attempts to minimize such impact by emphasizing the "dead end" aspect of the street, which, in fact, exacerbates the congestion and hazards to both vehicular and pedestrian traffic thereon. Critical locations of such study would include the intersection of Amsterdam Avenue and West 61st Street, the entrances to the parking garage ramps, and the entrance to the Alfred.

Pedestrian Pathway: The Master Plan also appears to eliminate a long standing pedestrian pathway from the Alfred to 62nd Street and Lincoln Center, the impact of which must also be analyzed and disclosed particularly in light of the increased congestion at the Alfred's other entrance on the West 61st Street cul-de-sac.

Security and Anti-Terrorism Measures: The Draft Scope should address the impact on traffic, parking and pedestrians (as well as on urban design and visual resources) of the enhanced security and anti-terrorism measures the Fordham project is likely to include such as barriers, guard stations, street furniture and other preventive measures.

15. Transit and Pedestrians:

Fordham's Master Plan envisions a campus for 10,650 students, many of whom will be taking the subway to the 66th Street station and then walking on the sidewalk to Fordham. A previous study for the DCP and the Lincoln Square Community Council, by planning consultants Hart, Krivatsy, and Stubee, concluded that pedestrian traffic to and from the 66th Street station would become problematic if the number of students at Fordham were to reach 9,000. Consequently the EIS should pay particular attention to this issue. (See Hart, Krivatsy, and Stubee, *Lincoln Square Community Action Planning Program: Working Papers on Traffic and Circulation*, 1970, p. 38).

The 66th Street Station: The draft scope does not contemplate examining impacts at the 66th Street Station unless "necessary" based on the trip generation results. Since the Hart, Krivatsy, and Stubee study found pedestrian flow problems stemming from this station, the EIS should include an analysis of it and ensure that its methodology does not discount important impacts stemming from the 66th Street Station.

Additional Mitigation Measure: These additional students can be best accommodated by extending the underground passage from the 66th Street station, which now ends south of 63rd Street, south to the Fordham campus at 62nd Street. The previous study co-sponsored by the Department recommended such a passageway if the student population were to reach 9,000.

16. Air Quality:

Stationary Source Analysis: The proposed residential towers are very close to Con Edison's 59th Street generating station, and their proposed heights exceed by 150 to 200 feet the height of Con Edison's 500-foot smokestack (taking into account the difference in ground elevation). Given the size of the Con Edison facility and the amount by which the residential towers would exceed the Con Edison stack height, the EIS should examine the impact of Con Edison's power plant plume on the new residential buildings, and vice versa (CEQR Technical Manual, pp. 3Q-12, 15-17, 43-44). NYC DEP required such an analysis for buildings examined in the Hudson Yards FGEIS even though those building would be built no closer than 4,750 feet from the Con Edison 59th Street stack.

Fine Particulate Matter: For both traffic-related and stationary source analyses (as well as cumulative analyses) the EIS should examine impacts of all directly emitted air pollutants, especially emissions of fine particulate matter (PM_{2.5}), an air pollutant for which the City is in violation of federal standards.

Significant Impacts: In general, according to the CEQR Technical Manual, an action results in a "significant impact" when the incremental impact exceeds the *de minimus* criterion or "when an action would result in the creation or exacerbation of a predicted violation of the NAAQS for the pollutants of concern" even if the impact in that circumstance is less than the *de minimus* criterion (CEQR Technical Manual, p. 3Q-41-42). Consequently for PM_{2.5}, any increase in concentration is an exacerbation of the existing NAAQS violation and, if not fully mitigated, would require denial of parking garage permits under section 13-53 of the Zoning Resolution. The EIS should confirm that mitigation measures will prevent any increase in PM_{2.5} concentrations.

Typical traffic mitigation measures are no more than theoretical proposals that may never be carried out, or are adjustments assumed to be implemented during routine maintenance. Section 13-53 of the Zoning Resolution, however, requires that proposed mitigation measures be implemented as a condition for approval of the permit. Consequently, the EIS and the Commission should explain how implementation of proposed mitigation measures will be enforceable.

Methodology: The EIS methodology should include traffic speed and delay measurements for the mobile source air quality analysis.

18. Construction:

The Alfred is uniquely situated less than a street width away from some of the construction. The EIS should assess construction impacts, particularly air quality, noise and vibration impacts, with greater sensitivity given the nearness of this "receptor" and an "impact" should be found more easily. With bedrock so close to the surface along

Amsterdam Avenue, Fordham's Master Plan will undoubtedly entail much noisy, disruptive and dangerous blasting. There is a need for the detailed analysis contemplated by the CEQR Technical Manual, Chapter 3R, Section 313, p. 3R-9, and Chapter 3S, Section 200, p. 3S-2.

20. Mitigation:

Mitigation of any significant adverse impacts, including those generated by the private residential development, should be the responsibility of Fordham. The decision-makers should insure that there are legal measures by which Fordham will be held responsible for implementing any necessary mitigation. Possible mitigations measures should include non-standard items such as the creation of public space.

21. Alternatives:

The Draft Scope states that "the purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the Proposed Action." Since the Draft Scope does not describe the goals and objectives of the Proposed Action, the public is handicapped in providing suggestions as to alternatives that should be considered.

To the extent that a goal of the Proposed Action is to provide more classroom, administrative and dormitory space, there should be at least one alternative that would provide such space by utilizing and, as necessary, building on the 24-acre campus at Tarrytown and the 85-acre campus in the Bronx as well as on the Lincoln Square campus, or by acquiring new space. The Master Plan includes 1,145,816 zsf of new academic space and 529,753 zsf of new dormitory space. Surely there is a possible configuration in which some new academic and/or dormitory space is provided on another campus, or through the acquisition of new buildings or sites. Particularly as Fordham has just announced the sale of its Tarrytown campus, there should be a scenario that forgoes the sale of all or part of that campus and uses it for Fordham's current and anticipated needs.

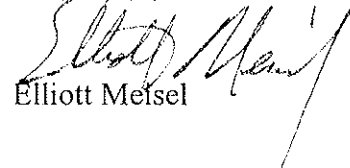
There should also be a lower density alternative that does not include the conveyance of two sites for private residential development but utilizes the entire site for Fordham's academic requirements and conforms to the public policy expressed by the Commission's 1989 report (C 880802 HUM). This alternative would limit the FAR of the Fordham site to 2,227,356 sq. ft. [279,444 x 7 + 22,604 x 12], in accordance with LSURP. Devoting all of this floor area to academic and dormitory use would virtually satisfy Fordham's stated need for 2,319,407 sq. ft. Or Fordham could devote up to 271,248 sq. ft. [22,604 x 12] to a private residential use, 39% of the amount Fordham proposes, and the rest to academic and dormitory use. Building heights would be limited to 41 stories for the private residential use and 20 stories for collegiate use. If Fordham claims to need the profits from these developments to finance its expansion (and they

appear to be claiming only that they need these profits to bolster the endowment to cover contingencies), then the EIS should include a discussion of the amounts these developments will generate compared to the costs of the expansion, and of possible alternatives to this form of financing. It is noteworthy that Fordham attempted to sell the parcel at the southeast corner of 62nd and Amsterdam for private development in 1990, claiming it needed the funds to build dormitories. The sale never went through, but Fordham managed to build the dormitory with funds from the New York State Dormitory Authority.

There should be an alternative that assumes that structures can be built on the podium area and reconfigures the layout of the Master Plan so that some of the bulk is distributed internally, away from the perimeter of the site. Such a reconfiguration would reduce visual impacts, increase publicly accessible open space, and could lower the heights of buildings. It would provide a better transition on Columbus Avenue between Lincoln Center and St. Paul's Church, and on Amsterdam Avenue between Lincoln Center, John Jay College and the Amsterdam Houses.

Thank you for the opportunity to comment on Fordham's Draft Scope. We hope you will seriously consider the analytical as well as technical issues raised herein to avoid losing sight of the neighborhood for the buildings.

Very truly yours,



Elliott Meisel

EM/ab

60 Foot Separation of Structures

D2 - Fordham University Lincoln Center Master Plan
Environmental Assessment Statement
Draft Scope of Work
Part II, Task G, Urban Design and Visual Resources
Attachment A, Task 8, Urban Design/Visual Resources

The above referenced item states: "According to the CEQR Technical Manual, a detailed assessment of Urban Design and Visual Resources is undertaken when a proposed action would result in a building or structure substantially different in height, bulk, form ---or arrangement than exists;--". Page 14 of LR#3-Description of Proposal (Revised 6/14/07), requests with regard to Development of Fordham's Site 4 and the construction of a 600 foot tall residential Tower thereon, that a waiver be granted regarding the minimum distance legally required between windows and walls or lot lines. This request is premised on the Developer having obtained an air and light easement from the owner of the garage immediately to the south of Site 4, to assure that no new structures will be built within the legally required distance for separation of structures.

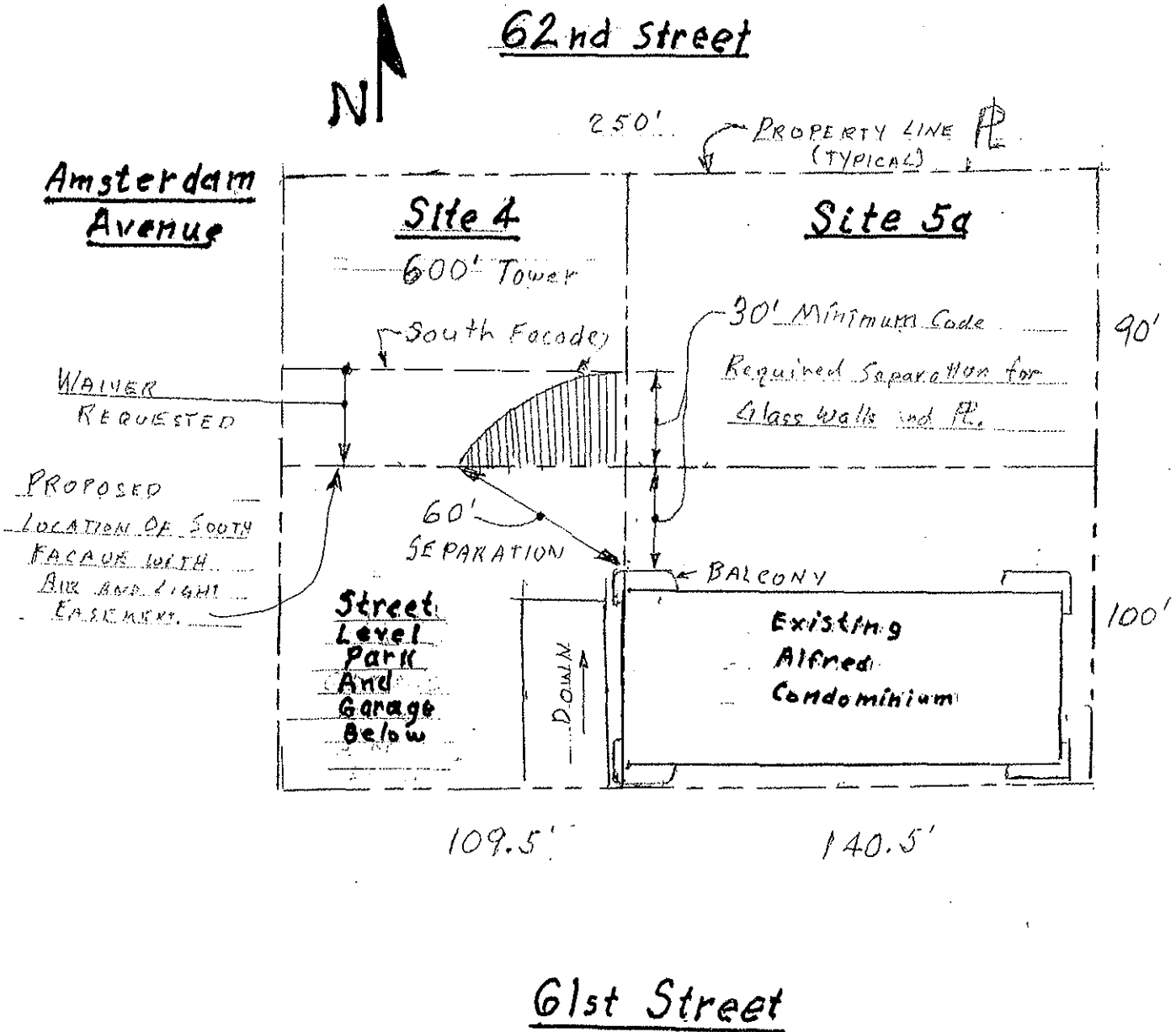
Any waiver that might be granted should not include the area that falls within 60 foot distance of the Alfred Condominium (See Sketch). The Alfred is 30 feet south of the Property Line it shares with Fordham's Site 5A and it is on the Property Line it shares with the garage to its west. The garage and the Alfred are in one zoning lot. The air and light easement provided by the garage owner assures the Developer of Site 4 that there will not be any structures built over the garage and therefore, the glass wall of the south façade of the Tower can be moved to the Property Line. If the waiver were to extend to the Property Line Site 4 shares with Site 5A, it would violate the Code required separation of 60 feet between two buildings opposite each other with glass walls (I.e. The Alfred versus Site 4 Tower).

"Attachment #11-Discussion of Actions and Statement of Findings (Revised 6/14/07)", Page 9, Last paragraph: In discussing options for Sites 3 and 3A, it states a minimum of 60 feet will be provided between the two Towers to provide ample separation for access to air and light. In the interest of facilitating good design (Page 1, 2nd paragraph, item (a)), a 60 foot separation of structures, to provide ample separation for access to air and light, should be adopted at locations where the Alfred is adjacent to development Sites 4, 5A, 5, and 7.

Dominick Montalbano (212) 245 0089 08/25/07
The Alfred Condominium
161 West 61st Street Apt. # 3E
NY NY 10023
emontalbano@msn.com

Re: Fordham EIA - 60 foot separation of structures

Fordham University Lincoln Center Master Plan
Environmental Assessment Statement
Draft Scope of Work
Part II, Task G, Urban Design and Visual Resources
Attachment A, Task 8, Urban Design/Visual Resources



Dominick Montalbano (212) 245 0089
The Alfred Condominium
161 West 61st Street Apt. #3E
NY NY 10023
emontalbano@msn.com

08/25/07

West 61st Street Cull De Sac - Traffic Analysis

D3 - Fordham University Lincoln Center Master Plan
Environmental Assessment Statement
Draft Scope of Work
Part II, Task O, Traffic and Parking
Attachment A, Task 14, Traffic and Parking

Attachment #11 - Discussion of Action and Statement of Findings, Page 14, states Garage B will be entered by a curb cut located on the south side of the West 61st Street Cull De Sac. The entrance will be 30 feet wide and at least 50 feet east of Amsterdam Ave. It is also 5 feet from a Truck Dock, 24 feet in width. Page 18 mentions Site #3a will have a building entrance in the 61st Street Cull De Sac.

Geometrically the Cull De Sac, unlike the 80 foot wide Streets of 60th and 62nd streets, is only 60 feet wide. It functions as a two-way street for vehicles entering and exiting the dead end street. With curb side parking along the north and south curbs, vehicles have to squeeze by each other. The Cull De Sac is 250 feet in depth. The south curb is 160 feet long and then flares into a semicircle to create a turnaround for the vehicles. The turnaround area is signed for "No Standing". Truck deliveries or pickups for the Alfred do so curb side at the northeast corner of the street, the closest location to the service elevator. Emergency exit doors open into the turnaround area from the Dormitory and the space below the Podium. The proposed Garage ramp is located on the opposite side of the street from the Alfred's Garage ramp. It overlaps the Alfred ramp by about 5 feet; and, the ramps are steeply sloped and provide poor sight distance for drivers exiting from below grade parking. The Truck Dock's East wall is in line with the west wall of the Alfred and is about 30 feet from the building entrance.

Page 18 states: "Garage B: is located on a dead-end street without through traffic, so that the only traffic likely to occur on the block, whether vehicular or pedestrian, will be going to one of the three buildings accessible from the Cull De Sac: Site #3a, The Alfred or the Quinn Library. The vehicular traffic generated by the garage will not be of sufficient size to affect other drivers accessing the street. Further, it is anticipated that most pedestrian traffic will access the library and dormitory through the campus, rather than along West 61st Street." Page 18 also states: "This garage is accessed off a dead-ended street which provides access to only one residential building. Since the entrance to the garage is to the west of the entrance to the Alfred Building, the design and location of the garage will draw a minimum of vehicular traffic to and through the street in front of the Alfred." These are simplistic evaluations of the traffic activities that miss the real situation. As noted above the proposed Truck Dock and Garage ramp are opposite the Alfred entrance and Garage ramp; and, as such do conflict with each others activities. The street activities the Alfred generates include the following which may not be all inclusive:

- *Trucks deliver fuel for heating
- *Trucks move furniture in and out of the building
- *Contractors deliver materials for alterations to apartments
- *Mechanical and Electrical Contractors perform maintenance and alterations to systems
- *Verizon and Time-Warner install and maintain building systems
- *Mail and packages are delivered by US Postal Service, FedEx, UPS, DHL, etc.
- *Personal cars for pickup and drop off passengers and personal belongings
- *Taxis, Limos
- *Food Deliveries
- *Pedestrians include Residents, Nannies, Apartment Cleaners and Visitors

A traffic and pedestrian analysis should be performed for the Cull De Sac including two building entrances, two truck loading/unloading positions, and two garages (noting the poor sight distance for drivers exiting the garage from a steep uphill ramp). Two critical locations of study are (1.) Vehicles and pedestrians at the entrance from Amsterdam Ave. noting two-way traffic on a narrow street; and (2.) The entrance to the Alfred and its Garage noting two-way traffic on a narrow street, parking ramps opposite each other; and, a Truck Dock opposite the Alfred Entrance. Pedestrians from the buildings and garages should be included in the analysis.

Should the analysis indicate there will be negative impacts, the following two alternatives should be considered to mitigate the negative impacts:

A. Move the Garage B access ramp and Truck Dock to 60th Street. This is a wide street, 80 feet, and the construction of the water line shaft at 60th and Amsterdam indicates it can accommodate additional activities. The north side of the street will be occupied by the existing dormitory, Site #3 buildings and the existing truck dock. The south side of the street is occupied by John Jay College with its entrance on 59th street. At the center of the block is a high-rise Condominium and a school for children. The remainder of the block to Columbus Ave. is occupied by a church with its main entrance on Columbus Ave.

B. Create an access for the Alfred from 62nd street. This could be similar to that plan that was adopted by the Developer that built the Alfred and had an option to build on Site #4. The access could be shared with the northwest corner Tower and the Law school. In this manner private vehicle, Taxi, Limos and pedestrians would be removed from 61st and it could be left for parking and truck dock activities. The value of apartments in the northwest Tower will be enhanced with an off-street private driveway.

Dominick Montalbano (212) 245 0089 08/25/07
The Alfred Condominium
161 West 61st Street Apt #3E
NY NY 10023
domontalbano@msn.com

8/25/2007

Analysis of Wind Forces

D1 - Fordham University Lincoln Center Master Plan
Environmental Assessment Statement
Draft Scope of Work
Part II, Task G, Urban Design and Visual Resources
Attachment A, Task 8, Urban Design/Visual Resources

The above referenced item states: "According to the CEQR Technical Manual, a detailed assessment of Urban Design and Visual Resources is undertaken when a proposed action would result in a building or structure substantially different in height, bulk, form ---or arrangement than exists;--". The Fordham University Lincoln Center Master Plan proposes the construction of a complex of buildings at the western end of their property. The buildings will be substantially different in height, bulk, and form from the existing land use and existing structures. These changes could affect wind patterns in the area and possibly have a negative effect on the Alfred Condominium.

Generally, the wind approaches the project site from the west. It passes over the Hudson River and then rises sharply uphill from West End Avenue to Amsterdam Avenue. The wind gains speed as it rises and moves over the hill, to move the volume of air blocked by the hill with the volume of air above it. The northwest and southwest corners of the project would intercept this wind and shed turbulent wind currents that could be detrimental to the Alfred Condominium. The core of the Alfred includes concrete walls that support the building against lateral wind forces, indicating concern on the part of the design Engineers of the building's stability against wind forces.

Mathematical wind analysis should be performed for different combinations of structures in place at different times. Model wind tests should be performed to verify the mathematical analysis, taking note of stresses and deflections at critical locations in the Alfred.

Dominick Montalbano (212) 245 0089 08/22/07
The Alfred Condominium
161 West 61st Street Apt. #3E
NY NY 10023
emontalbano@msn.com

KICVES

Sept 2007

DEPARTMENT OF CITY PLANNING
Environmental Assessment and Review Division

New York - NY

Dear Sirs,

As a resident of The Alfred Condominium for the last 13 years and a Director for the European Environmental Tribunal, London - UK, I cannot accept the project proposed by Fordham University before having a serious study on the Psychological Impact that their building plans can cause in our neighborhood.

That is the reason why I am addressing this proposal to your consideration in order that the matter can be better judged by your Department after the applicant presents further studies concerning the adverse psychological effects that their project can cause due to the vastly increased density and crowding of the surroundings that will ensue.

With the construction of the Time Warner Towers at the Columbus Circle and its adjacent buildings as well as the opening of new schools in the area, the Lincoln Center Area became overcrowded and the pedestrian walkways do not have the anthropometric dimensions needed to accept the population. This situation will be certainly aggravated very soon after the construction of the more than 8 new buildings in the square mile.

We have to take into consideration that the sidewalks are the only way that people can use to move and that we have hospitals and health clinics in the area. The situation at the moment is such that a wheel chair cannot have access to the use of certain sidewalks in some streets. It is also important to point out that the same sidewalks are disputed by thousand of dogs that need to be taken outside the buildings for a walk.

Several researchers have proved that density and crowding can have adverse impacts on the psychology of humans. The effects are out-numbered but can cause stress-related illness, change in behavior, alcoholism, mood changes, increasing crime rates and abandon of the overpopulated area.

Professor Arjun Appadurai has coined the expression " the limit of tolerance" as the point at which people can live well in crowded communities without becoming crazy.

On the book A Pattern Language, published by Oxford University Press, Prof. Christopher Alexander defines the essentials for building communities and suggests the degrees of publicness for the well being of the population. He presents also a resolution stating that "it is possible that certain building should exceed this limit (the suggested limit), but they should never be buildings for human habitation".

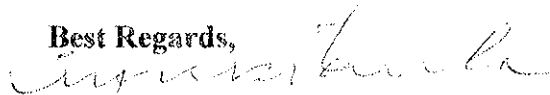
In fact, we have several examples that prove that he is right:

- **Shanghai:** the concentration of high rise buildings made the downtown area unbearable for habitation. What we have today is the dominance of hotel and business activities;
- **Hong Kong:** the same
- **Singapore:** the Shenton Way was idealized for human habitation. It became impossible to live there and today we have only banks and business community in the region and no hotels;
- **Sao Paulo:** the Avenida Paulista was a place to live, with parks and a very pleasant area. Today we have only high buildings and a financial district, with one of the highest carbon mono and dioxide pollution in the world;
- **Downtown Manhattan:** there is a tremendous effort being made by the City to bring the area back to human habitation. If you visit those apartments you are going to notice: completely absence of light, overcrowded sidewalks and a dead city at night. That is the reason why the only apartments that are being sold are those in the renovated buildings, which offer: internal gardens, swimming-pools and clubs. For better understanding the phenomenon please refer to "The Death and Life of Great American Cities" by Jane Jacobs, which became a "bible" for assessing the vitality of the cities.

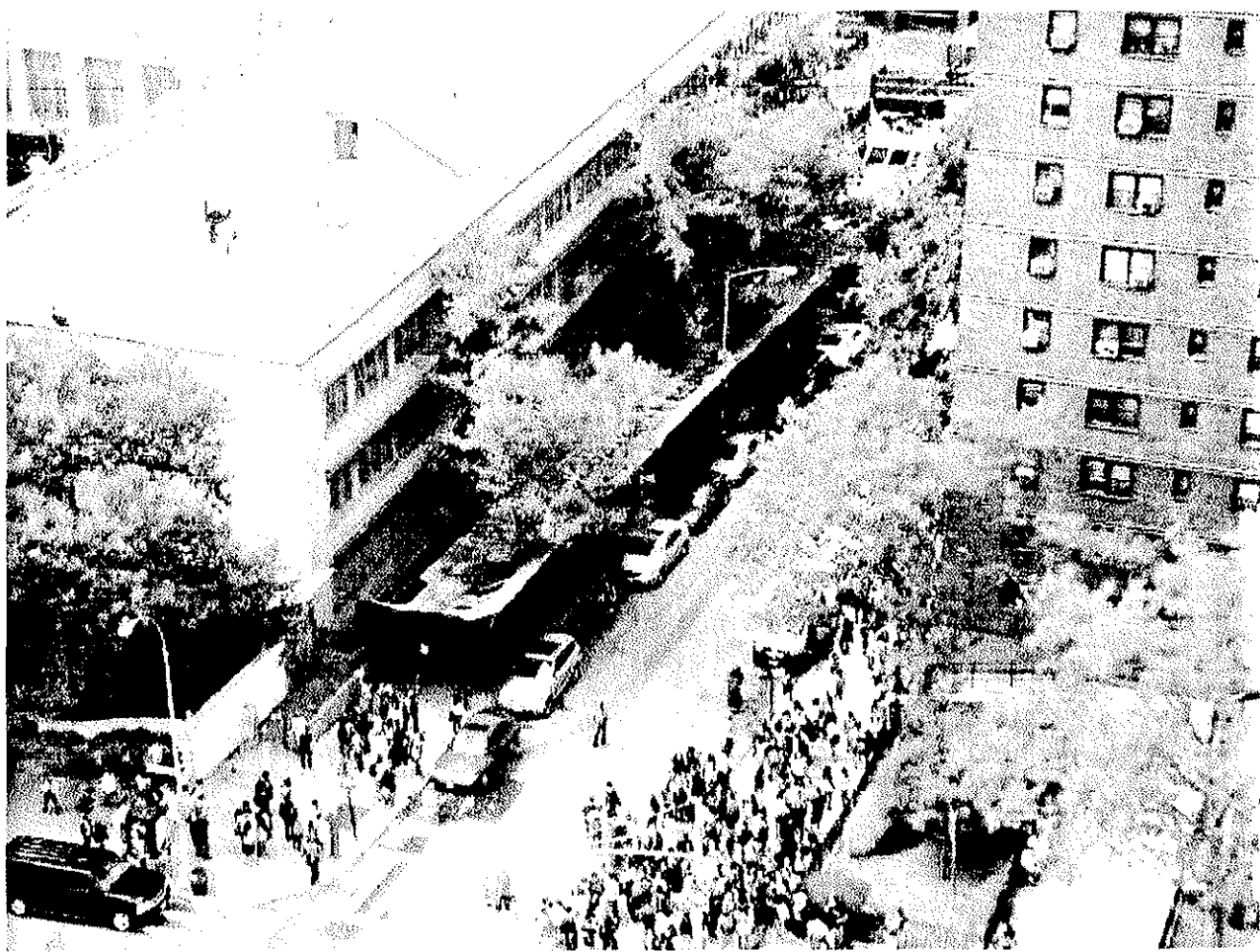
Our proposal is based on the following studies and recommendations:

- **Principles of Intelligent Urbanism** – developed at Harvard's pioneering Urban Design Department under the leadership of Josep Lluís Sert based on C.C. Benninger studies (Ekistics, Volume 69, nr. 412 – Athens; wikipedia.org/wiki/Principles_of_Intelligent_Urbanism);
- **The Death and Life of Great American Cities** – Jane Jacobs (considered one of the most influential books of the 20th. Century) – Vintage Books
- **Environmental Psychology** – several researchers : Irwin Altman, Jay Appleton, Anita Blanchard – Wikipedia Free Encyclopedia (wikipedia.org/wiki/Environmental_Psychology);
- **A Pattern Language: Towns, Buildings, Construction:** Christopher Alexander, Sara Ishikawa and Murray Silverstein – Center for Environmental Structure of Berkeley – California – a 1977 book on architecture (en.wikipedia.org/wiki/Environmental_Psychology).
- **Prof. Arjun Appadurai** – world well known Anthropologist, Director of the Center on Cities and Globalization at the Yale University – (Modernity at Large – Cultural Dimensions of Globalization – University of Minnesota Press and presentation at the European Environmental Tribunal in Trancoso, Portugal on October 26, 2006 – The Origins of the Future).

Best Regards,



Irone Paula – The Alfred Condominium – Apt. 17 C – tel. 212 262 1553
161 West 61st. Street
irones@pabras.com



Sept. 12 '07
View from THE 17TH FLOOR
OF THE ALFRED



Sept. 12 '07 - 2:00 PM

60TH STREET AND AMSTERDAM AVE



Sept 12 '07 - 2:00 PM

60TH STREET FROM AMSTERDAM
AVE
TO COLUMBUS AVE



Sept 12 '07 - 2.00 PM

60TH STREET - FROM AMSTERDAM
Ave
to Columbus Ave

Comments on the Draft Scope of Work for the Fordham University Lincoln Center Master Plan Environmental Impact Statement

The following comments on the Draft Scope of Work for the Fordham University Lincoln Center Master Plan Environmental Impact Statement are being submitted by a group of Buildings, including the Alfred Condominium, the Beaumont Condominium, the Coliseum Apartments, the Harmony Condominium, Lincoln Plaza Tower, the Sofia Condominium and Two Columbus Circle, and reflect those comments that were presented orally at the Public Hearing on September 10, 2007.

B. DRAFT EIS SCOPE OF WORK

The Scope of Work indicates that the “No Action condition will take into consideration other projects in the vicinity of Fordham University’s Lincoln Center campus that are expected to be completed by the analysis years for the Proposed Action.” This analysis should include the following in-process or planned developments, among others:

- Lincoln Center redevelopment, including the Harmony Atrium;
- American Red Cross building site (Amsterdam Avenue between West 66th and West 67th Street);
- 15 Central Park West, including the Best Buy which will occupy the retail space on Broadway;
- Numerous development projects along West 59th, West 60th and West 61st Streets between Amsterdam Avenue and West End Avenue, as well as new developments on West End Avenue south of 66th Street;
- The continuing development of Riverside South, between West 59th and West 61st Streets;
- The Museum of Arts & Design at 2 Columbus Circle.
- The addition of a subway entrance at the northwest corner of 60th Street and Broadway;
- The reopening of the Empire Hotel on West 63rd Street and 6 Columbus Hotel on West 58th Street;
- The expansion of John Jay College which will occupy the entire block from 10th Avenue to 11th Avenue and from 58th Street to 59th Street; and
- Use of the West 59th Street Marine Transfer Station for the City’s Solid Waste Management Plan.

TASK 2. LAND USE, ZONING AND PUBLIC POLICY

It appears that the epicenter of this and other study areas throughout the document are inconsistently located. All circles should be consistently measured from the outer borders of the superblock.

2C. Refer to the list above for development projects that should be included.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic study area boundary includes virtually the entire two-block area between 64th and 66th street between Amsterdam and West End Avenues but that area is excluded from the study area itself. These blocks include the Amsterdam Addition, a large, low-income housing complex and an integral part of the immediate neighborhood. The same is true of census tract 135, which includes Harborview and Clinton Towers. These areas should be included in the socioeconomic study area.

TASK 4. COMMUNITY FACILITIES AND SERVICES

As in Task 5, facilities and services on Fordham University's campus should be excluded from the scope since they primarily service and are primarily accessible only to Fordham University's students and employees rather than the community at large.

TASK 6. SHADOWS

The shadow study should analyze the impact of shadows on the public plaza on the Fordham University campus.

TASK 8. URBAN DESIGN

The Proposed Action will add buildings of significant height and bulk to a site that is now predominantly low-rise, and will substantially reduce the amount of light and air that reaches the surrounding streets. It will eliminate the sense of openness that is now an essential feature of Lincoln Center and its surroundings to the south and west. The development plan will create a fortress like perimeter around the entire superblock. These impacts must be thoroughly and honestly described in the EIS.

In addition, the project's impact on wind flow, as it affects nearby buildings and pedestrian thoroughfares, should be studied. We are concerned with turbulent wind currents that could be detrimental to nearby buildings and pedestrian thoroughfares.

Finally, the plan's deviation from standard building spacing and setback norms, and its impact on air and light access both within the campus and on neighboring buildings, should be studied.

TASK 11. INFRASTRUCTURE

Impacts of the project on the 59th Street Marine Transfer Station, the North River Sewage Treatment Facility and the 49th Street Energy Transmission Facility should be studied. Energy supply, in light of blackouts in recent years, should be studied. Traffic congestion and pollution created by both public and private sanitation trucks should be studied.

TASK 14. TRAFFIC AND PARKING

Because the neighborhood surrounding the campus is a transportation hub—with crosstown transverses, Columbus Circle, access to the West Side Highway and major population centers all nearby—the scope of this study should be expanded to include all intersections within the square bounded by 57th Street and 66th Street from Central Park West/8th Avenue to West End Avenue/11th Avenue. This should include the cul-de-sac that spurs into the superblock at 61st Street, which is not currently identified as an intersection in the study map but will include two new curb cuts; one for a parking garage and one for a loading dock. These curb cuts will be in addition to the current parking garage on the north side of the cul-de-sac and the current loading dock at the east end of the cul-de-sac. The impact of additional curb cuts on safety and traffic should be considered.

The traffic and parking study should consider new rush-hour regulations on West End Avenue that have been implemented to mitigate the permanent closure of the 72nd Street off-ramp of the Miller Highway. It should also take into account the use of W. 62nd Street for bus traffic and parking by Lincoln Center, and additional student transport vehicles that Fordham University will use when the academic capacity of the campus has been expanded.

TASK 15. TRANSIT AND PEDESTRIANS

The following streets and intersections should be included in the scope of the pedestrian study:

Intersections:

- Columbus Circle
- 8th Avenue and 58th Street
- 9th Avenue and 59th Street
- 61st Street & Broadway
- 62nd Street & Broadway

- 64th Street and 65th Street, Columbus Avenue and Broadway
- 61st Street and Amsterdam Avenue
- 60th Street and Amsterdam Avenue
- 65th Street and Amsterdam Avenue

Streets:

- 59th Street from 9th Avenue to 10th Avenue
-
- 60th Street from West End Avenue to Columbus Circle
- 61st Street from West End Avenue through Amsterdam Avenue to the end of the cul-de-sac
- Amsterdam Avenue from 60th Street to 66th Street
- Columbus Avenue from 59th Street to 66th Street
- 62nd Street from Columbus Avenue to Broadway
- 61st Street from Columbus Avenue to Broadway

The traffic and pedestrian study should be conducted between 7:00 a.m. and 10:30 a.m., 12:00 p.m. to 2:00 p.m., 3:30 p.m. to 6:00 p.m. and 7:00 p.m. to 8:00 p.m. We believe these hours to be the peak traffic hours of the crowds going to and from the various large institutions already in the area including Fordham University itself, as well as John Jay College, New York Institute of Technology, Lincoln Center and the Time Warner Center. The study should also include the impact of the removal of the walkway from the Alfred Condominium to 62nd Street.

TASK 18. CONSTRUCTION

The effects of construction on local businesses and on the fast transit of emergency service vehicles should be considered. An analysis of potential rodent infestation stemming from construction should also be conducted.

TASK 21. ALTERNATIVES

Four alternatives with potentially less adverse environmental impacts should be considered:

- An alternative in which the podium has been removed. Particularly as it relates to urban design, a site design that does not include the podium will have a substantially less adverse impact and be significantly more friendly to the neighborhood by making the campus plaza truly accessible to the public.
- An alternative in which sites 3 and 4 are not used for private development and the floor area planned for academic and dormitory space is distributed over the entire superblock, including those sites. Given that Fordham University is prepared to sell those sites for private development, it seems apparent that only 2,435,271 gross square feet is required for the campus expansion. Distributing that floor area over a larger area, absent the towers planned for sites 3 and 4, would undoubtedly have a less adverse environmental impact and the site could be designed in a manner that is more in keeping with the vision embodied in the urban renewal plan for an integrated community for Lincoln Square.
- An alternative in which Fordham University generates the necessary added academic capacity for its Schools of Business, Social Services and Education by expanding its Tarrytown and/or Rose Hill campuses. The current site plan was drawn up after Fordham University acquired additional capacity at its Tarrytown campus and without apparent consideration of expansion on the Rose Hill campus.
- An alternative in which the "No Action Condition" alternative does not include any private development. Such alternative should be included as a baseline against which all impacts are measured, either instead of or in addition to the "No Action Condition" proposed by Fordham University in the EIS. There are unresolved legal issues related to Fordham University's ability to sell the land that was sold to it on a restrictive basis under the Lincoln Square Urban Renewal Plan. Given that discretionary approvals needed from the Dormitory Authority of the State of New York are sufficient to warrant removal of all academic construction from the EIS's proposed "No Action Condition", then the possibility that legal issues related to land disposition to private developers will not be resolved in Fordham University's favor warrants a "No Action Condition" that does not include private development that will require such disposition.

COALITION FOR A LIVABLE WEST SIDE
PO BOX 230078
NEW YORK, NEW YORK 10023
212-580-9319
Livablenewyork@erols.com

FORDHAM – CPC – SEPTEMBER 10, 2007

The Coalition for a Livable West Side is concerned that the data collection and analysis may not be sufficient for the complexity of travel patterns in the area.

Specifically: The program for traffic counts will not work well for congested intersections. When you do a standard traffic count, you are counting the number of vehicles that pass through an intersection. For an intersection that is over capacity, you are thus counting the capacity of the intersection and not the actual demand. Therefore, for congested intersections, it is important to conduct a "delay study". In these types of studies, you are counting the actual demand and vehicular delays at the intersection - not just the number of cars that are able to pass through. At the very least, the contractor should do a few delay studies at the most congested intersections to calibrate the HCM model.

And most importantly, the traffic data must show the full cumulative impact on traffic in the broader area.

Some Remarks on the Environmental Impact of Fordham University's Proposed
Development of the Campus Superblock at Lincoln Center

Good day. Thanks to the city Planning Commission for giving me an opportunity to make a few remarks on Fordham's proposed Master Plan Environmental Impact Statement. My name is Michael Roos, and I live at 61 West 62nd Street. I have lived in the neighborhood for a number of years, and today I'm making a few brief comments about Task 2, Land Use, Zoning and Public Policy, and also Task 14 traffic and parking.

Most fundamental among these topics, the Land Use, Zoning and Public policy paragraph makes no mention of the legal foundation for Fordham's assertion that it may develop the property. The Fordham proposal would produce a dense, over-built superblock grossly inconsistent with the original master plan for the area. This master plan justified the exercise of eminent domain, and to this day it has not been implemented. Although ultimate resolution of these fundamental questions will occur elsewhere, they should be included in the scope of the environmental impact statement since they are crucial aspects of public policy on which the entire development scheme depends, and to exclude them would be a grave oversight.

With respect to land use, it would be illuminating to compare the bulk of the bloated structures Fordham is proposing to The Equitable Building on lower Broadway. Built in 1915, that building is so huge related to the lot on which it stands that it caused the city to implement regulations governing the size of structures related to the areas they cover. The environmental impact study should include comparative data to describe the effects of the bulk of Fordham's proposed structures on the surrounding community. This information would cause the study to be easily understood by the people who will read it.

Task 14 deals with traffic and parking and task 15 deals with public transportation. To look at these related topics separately can be very misleading since they are related on a number of levels. For starters, I don't understand why Columbus Circle is flagged as a potential Additional Analysis intersection in figure A-13 of the Environmental Impact study scoping document. It should be included with paragraphs that deal with both above and below ground areas since the street level and subway station are now stressed to the maximum. Today any interruption in either street or subway traffic causes congestion and gridlock not only on Broadway but also on Central Park West and Ninth Avenue. This happens frequently, and will only occur more often when thousands of new students and residents with their pedestrian and vehicular traffic travel in and out of the neighborhood every day.

I am able to see Ninth Avenue from 62nd Street to the Battery from my apartment, and every morning the traffic moves at a crawl. It is no better in the evening. When Broadway at or below Columbus Circle is blocked, the traffic south on Ninth Avenue comes to a standstill. The study should focus on what adding additional cars to the traffic flow will do to an already impossible situation. I personally don't need a study to conclude that more traffic in our neighborhood, even with the addition of more parking spaces, will cause an unacceptable nightmare. Nevertheless, I am eager to see the results of a methodical study.

Below ground at Columbus Circle is one of the more heavily used stations in the subway system. I have used it at least twice a day for many years. The Broadway local platforms are narrow and extremely crowded. Although the new entrances will make it easier to enter and leave the station they will do nothing to relieve the crowded platforms

which are overburdened today with people waiting for trains and with people trying to leave the trains through the mobs pushing to get on to them. Right now ugly incidents are common. And these conditions are made all the worse in the summer by high temperatures and inadequate ventilation. Adding thousands of additional students to this flow of pedestrians will only make a bad situation worse. I think the study should integrate the above ground pedestrian traffic with all mass transit traffic flows to create a complete description of this congested area. To look at these two aspects of the study in isolation would distort an already troublesome picture.

Thank you.

DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

Amanda M. Burden, A.I.C.P., Director
Department of City Planning

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION
FACSIMILE TRANSMITTAL SHEET

TO: John Frost
FAX #: 212-779-9721
RE: Fordham Scope
FROM: Brad Kieves
DATE: 10/5/07

Including this page there are 2 pages being transmitted to the above person/persons.

Action to be taken:

- Deliver Immediately
- As Requested
- For Your Information
- Please Confirm Receipt of Transmission at (212) 720-_____
- Other Actions To Be Taken: _____

If you experience a problem in transmission, please contact _____ at (212) 720-_____.

Robert Dobruskin, Director
James P. Merani, Deputy Director
22 Reade Street, New York, N.Y. 10007-1216 Room 4E (212) 720-3420
FAX (212) 720-3495
Rdobrus@planning.nyc.gov

Kieves

Department of City Planning

September 19 , 2007

City of New York

Robert Dobruskin, Director
James Merani, Deputy Director
22 Reade St. New York ,N.Y.10007-1216 Room 4E

DEPT OF CITY PLANNING
RECEIVED
2007 SEP 24 AM 10:13
CONDOMINIUM REVIEW DIV.

Dear Sirs.:

I moved from New Jersey to my actual location ,161 West 61th street five years ago.I selected this Condominium because of the surroundings and beautiful views. I have seeing my views disappearing with all the new buildings coming up in the West End and 11 street. I have coped with the Water Tunnels in construction now 2nd year , because I understand it is a vital need.

After listening and participating in the preliminary hearing and review of The Fordham University Lincoln Center Master Plan Proposal , I want to send my personal comments: I am very concerned about the future pollution caused by dust , noise and traffic in the streets surrounding our Alfred Condominium and other sites that will be affected by the construction work.

The extent of time for the whole Plan to take place will jeopardize our tranquility , mobility and the result will decrease our green areas and increase the load in our streets and garages already crowded.

As an Alfred resident, I am very concerned with the closing of our exit area in the back of our Condominium to allow the expansion of the Campus of Fordham University,this exit could be of extreme importance in need of a quick evacuation from building to street in case of fire or other disaster.The access to be limited to our front coul de sac is not enough specially if we are going to have dormitories across from our front entrance.

We are all working and concerned neighbors that enjoy our quiet and beautiful green areas, this keep our sanity and purity of air in the middle of a polluted City.

I am in favor of a planned urbanization and I ask you respectfully to please take enough time to review this Fordham Plan.It may be needed to reduce the scope of their request?.

I thank you sincerely for allowing me to send my comments.
Respectfully submitted.

Selva S Schenkman, MD.
Alfred Condominium resident.

161 W. 61st St. #14C
New York, NY 10023
September 10, 2007

BY HAND

Department of City Planning
22 Reade Street
New York, NY 10007

Re: Fordham University Lincoln Center Master Plan

Dear Sir or Madam:

I live right next to Fordham, at 161 West 61st Street (The Alfred). I would like to comment on two aspects of Fordham's master plan.

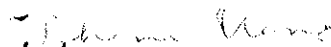
First, Fordham proposes to create access to a garage on the south side of West 61st Street (Alvin Ailey Place). Alvin Ailey Place is a short, dead-end street which already has a garage ramp on the north side. I don't think it would be safe to have cars coming out of both the north and south sides of this small street. In fact, Fordham itself expressed concern about traffic conditions in this cul-de-sac in a letter that it wrote to The Alfred in 2003. (*See attached letters.*)

If the Department of City Planning is going to permit Fordham to have a garage ramp on 61st Street, it is vital to maintain the walkway that The Alfred currently has to 62nd Street as a safety valve. If that walkway is closed, all pedestrian traffic will go to 61st Street instead of being divided between 61st and 62nd Streets.

My second concern is about site 5a (the site directly to the north of The Alfred). I urge Fordham to mitigate the impact of that 10-12 story building and to think about alternatives. In that regard, I note that in 2005, when *The New York Times* wrote about Fordham's expansion plan, Fordham planned to have only a five-story building at site 5a. Surely Fordham's student population has not doubled between 2005 and now.

Thank you for your consideration of my comments.

Very truly yours,



Takemi Ueno

Attachments

Administration
Office of Facilities Operations

August 21, 2003

Mr. Dominic Montalbano
The Alfred Condominium
161 West 61st Street Apt. 3E
New York, NY 10023

Dear Mr. Montalbano:

First of all please be advised that the ramp will be closed on Wednesday August 27 and Thursday August 28, 2003. This closing is to facilitate some necessary repairs and to follow the Law of Ownership. Please notify the occupants of the Alfred that access to your condominium on the aforementioned dates via the ramp will not be possible. The ramp for all intents and purposes is off limits during said period.

Secondly, I trust that the condition of our property in front of your building is presently satisfactory. I again must insist that persons from your condo stop forthwith in using the area as a pet run. I have been informed that dog excrement is escalating in the lot. In addition to this I would like to state my distress over the work being carried out in your building this summer e.g. the parking lot. This project has caused significant dust migration into the air intakes of my central AC units in the residence hall opposite your condo. I would like to hear from you the anticipated completion date of the work. Additionally I am requesting that your service providers refrain from turning the 61st Street Cul-de-Sac into a parking lot in itself. The parking in this area currently obstructs a main path of egress for one of my buildings and therefore places occupants in danger. Please take the necessary steps to ensure this action ceases ASAP.

Last year, around the same time, I requested that you supply me with information on the people at the Alfred Condo who are to be considered current contact persons along with their respective titles and functions including the chief engineer or building manager. This information is yet to be received. Please expedite such.

Please acknowledge receipt of this letter and I thank you in advance for your cooperation in these matters.

Sincerely,



Douglas Mitchell

Director of Facilities Operations LC

Copy: Charles Hodulik

Vice President for Lincoln Center Campus

**The Alfred Condominium
161 West 61st Street
New York, N.Y. 10023**

August 27, 2003

Mr. Douglas Mitchell
Fordham University
Facilities Operations LC
113 West 60th Street, LL 1313
New York, N.Y. 10023

Dear Douglas:

I received your letter of August 21, 2003 on Saturday, August 23, 2003. Although the notice of ramp closing was less than one week, we advised our residents that the ramp would be closed on August 27th and 28th.

We have in the past directed our residents to not use your property for a dog run and to clean up after their pets as required by New York City law. We will continue to do so. Restoring the locks on the four gates at the top of the ramp would be helpful in keeping pets off the property.

With regard to the parking lot construction underway adjacent to the Alfred, this is not our project. The construction contracts were let by GGMC Parking Lot Operators who leased the property from Carol Management Co., the original developer of the site. The garage is expected to start operations in September. Street level work remaining to be done includes placing a section of paving blocks, sod, finishing the fencing, replacing the sidewalk, site cleanup and placement of signs.

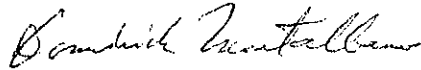
While discussing the progress of the work with the contractor on Saturday, he told me that when your gardeners were cutting down the weeds, several rats, apparently roosting in the weeds, came running across his work site. It is probably a good idea to keep the weed growth in check to avoid a return of vermin to the site.

With regard to the vehicles in the cul-de-sac, this is the only vehicular access to our building. We receive our fuel here, trucks move furniture in and out, contractors deliver materials for alterations to apartments, mechanical and electrical contractors as well as Verizon and Time Warner service building systems, postal and package deliveries are received, and other miscellaneous deliveries are made here, not to mention cars and taxis to pick-up and drop-off residents. The Alfred has no control of the traffic in the cul-de-sac. NYC Department of Traffic officers periodically visit the cul-de-sac and issue traffic violation tickets when appropriate.

Last year I sent you a list of contact people at the Alfred. In fact my records indicate I sent it twice. Attached you will find the document I sent last year. I've noted on it that there have not been any changes.

If you want further clarification of any of the above items, please contact me. I am planning on being away from September 4th through September 18th.

Sincerely,



Dominick Montalbano
Vice President
Alfred Board of Managers

cc: Dr. Sidney Golscher, President
Board of Managers

COMMITTEE FOR ENVIRONMENTALLY SOUND DEVELOPMENT
PO Box 20464, Columbus Circle Station, New York, N Y 10023-1492
Telephone (212)877-4304; Fax (212)712-0486

Riverside Boulevard Update

With work proceeding on the north end of Riverside Boulevard, a parallel road to West End Avenue that will reduce traffic on a stretch of West End Avenue will soon be a reality. West 64th Street between West End Avenue and Riverside Blvd. is also under construction.

There are, however, no dates or concrete plans for Riverside Blvd. from 63rd to 59th Streets.

A segment of 61st Street extends along Building O.

There is \$16 million dollars that the federal court has made available for use on the Riverside Blvd. project. This will be used for part of the "Box" that is planned for Riverside Blvd.'s southern end.

Extell Corp. should be starting the Uniform Land Use Review Process (ULURP) before the end of the year.

Our Councilperson, Gale Brewer, has been appointed to the NYC Riverside South Implementation Task Force. She intends to work with the community to facilitate the best southern connection that can be made at West 59th Street to the Miller Highway.

As matters now stand, Extell Corp, the developer, is required to construct each segment of Riverside Blvd. as the adjoining building is completed. Considering all circumstances, this could take a long time to happen, if at all. Since there is Federal money available, the best way to serve the community is to use the money to complete Riverside Blvd all the way to 59th Street without waiting for more new buildings. That would indeed relieve traffic on West End Avenue from 59th to 72nd Streets and gratify a long suffering Upper Westside neighborhood.

Fordham University Lincoln Center Expansion Planning Commission Meeting, Monday Sept 10

Attend the first public hearing of Fordham University's Lincoln Center Expansion Plan that will increase the intolerable traffic congestion and the air pollution to Lincoln Center and destroy the green and open campus.

Fordham will present the scope of its environmental plans at a public hearing to be held by the NY City Planning Commission on Monday, September 10, 2007 at Spector Hall, 22 Duane Street, Manhattan, one block north of Chambers Street. There will be two sessions: 2:00 - 5:00 PM and 6:00 - 8:45 PM. Please attend, learn about and comment on:

-The risky effects that thousands of additional residents and students will have on the overburdened transportation, pedestrian walkways, and vital services such as public safety, fire safety, sanitation, water and sewages, and public safety. Remember the disastourous life taking west 60th street tower fire.

-The unjustified and totally disproportionate construction of 167% 'academic' space to accommodate a modest 33% increase in students. This increase to result mainly from Fordham's plan to to move programs from its spacious 85 acres Rose Hill campus in the Bronx and its recently acquired 25 acre campus in Tarrytown to the densely overcrowded Lincoln Center campus.

-The enormous reduction of open green space from 65% to 37% of the proposed new campus and the walling-off of the "community" campus gardens by retaining them on a virtually invisible and barely accessible elevated "podium" surrounded by massive high rises and unmarked entrances.

-Loss to the neighborhood's light, air,, and open skies resulting from seven new 22 to 60 story buildings on the campus which has been limited to 20 stories; the air pollution and traffic congestion that will inevitably result from three new garages and a 1,400% increase in parking from 35 to 535 spaces!

-The profiteering \$300,000,000 sale to a developer of luxury condominiums of two sites on the campus that the City created under eminent domain by evicting thousands of poor families and demolishing their homes is immoral and should not be permitted. The entire two block campus was 'sold' to Fordham for \$2,250,000, a third of its cost to the City, under a covenant that restricted its use to non-profit educational and community purposes. If allowed, this will establish a precedent for additional sales to developers of prime campus sites.

Westside Transportation Meeting with New York City Department of Transportation Monday, September 24, 2007

The NYC Transportation Department has scheduled a meeting for the Westside area of West 55th to 86th Streets to hear the community concerns about traffic issues.

Monday, September 24th, 2007 from 6 to 9:20 PM at John Jay College, 899 Tenth Avenue (West 58th and 59th Streets).

RSVP required by 09/14/ 2007 to (917)339-0488, westsidestudy@hshassoc.com

Some questions of great importance that CFESD would like answered are:

1. How will the NYC Plan 2030 congestion pricing affect our area?
2. Can the AMTRAK railroad line in Riverside Park be modified to transport commuters from Westchester?
3. When will Riverside Blvd be completed from 72nd to 59th St?
4. How much of Riverside Blvd. can now be used?
5. Which Riverside Blvd. streets are currently under construction?
6. What are the Riverside Blvd. financial arrangements with Federal, state, city, residents, and Extell Corp?

I wish to make a tax-deductible donation to the Committee For Environmentally Sound Development. Please write checks payable to CFESD, P.O. Box 20464, Columbus Circle Station, New York, NY 10023-1492.

\$1,000 ___ \$100 ___ \$50 ___ \$25 ___ other \$ ___

Name _____

Street _____ Apt _____ Zip _____

Telephone _____ Email _____

IMPORTANT MEETINGS

Fordham University Expansion Plan

Monday, September 10, 2007 NY City Planning Commission
Spector Hall at 22 Duane Street, Manhattan
Two sessions: 2-5 PM and 6-8.45 PM; (See page 2 for details)

Sierra Club Meeting

Thursday, September 20, 2007, 6:30 PM
Marcy Benstock on Mayor Bloomberg's NYC 2030 Plan
Antonia Bryson, esq. on Environmental Law
Judson Memorial Church, Washington Sq So, entrance at 235 Thompson St

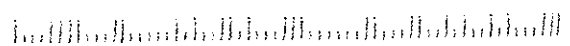
NYC Dept of Transportation on Upper Westside transportation issues

Monday, September 24, 2007, 6 to 9:30 PM
John Jay College, 899 Tenth Avenue (west 58th Street) Manhattan
(See page 3 for details)

CFESD
PO Box 20464
Columbus Circle Station
New York, NY 10023-1492



Alice G Rothblum
14 West 62 Street, #12B
New York, NY 10023

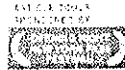


1915 Equitable Building Becomes a 1996 Landmark

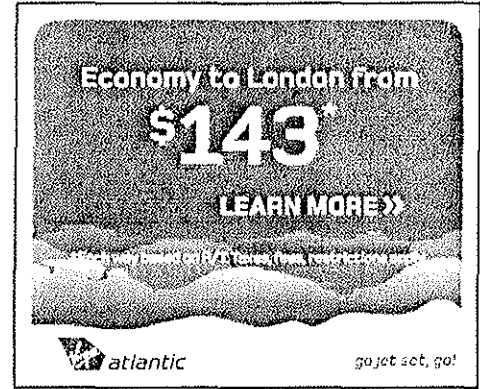
By David Shields
Published September 10, 1996

IT was, in its time, the biggest, baddest, light-blockingest, street-congestingest space-hog ever to touch down on Manhattan bedrock. But this summer the Landmarks Preservation Commission designated the 1915 Equitable Building, at 120 Broadway, an official city landmark. Is it a monster -- or a monument? Or both?

PRINT
SINGLE-PAGE
SAVE
SHARE



By 1886 the Equitable Life Assurance Society was the largest life insurance company in the world. But it remained in its squat six-story office building on Broadway between Cedar and Pine Streets. Built in 1870 and the first office building to have elevators, the original Equitable Building was by the 1880's two architectural generations out of date.



The typical height of downtown office buildings soon leap-frogged to 20 to 25 stories, but in 1897 Equitable asked the architect George B. Post to design a 500-foot-high building, about 40 stories, on its site.

This provoked the Real Estate Record & Guide, the industry's trade journal, to call for building restrictions, describing the Equitable project as a "startling example of how open our cities are to attack from the audacious." At that time only multiple dwellings were seriously affected by building regulations.

The 1897 plan did not go ahead. In 1907 the company proposed a 33-story replacement and revised that in 1908 to a 62-story building, 1,059 feet high, to be the tallest in the world.

Concern about such tall buildings remained fairly constant, first taken up by civic groups concerned about architectural effect but later embraced by New York's real estate community, which worried about rogue builders who operated outside the industry's informal rules.

The 62-story project -- something like an overfed Sherry-Netherland Hotel -- was superseded by a 32-story proposal in 1910. In 1911 the Real Estate Record & Guide again editorialized against such "wholesale theft of daylight." In an era of primitive electric illumination, natural light was a critical issue in office leasing.

Equitable's hand was forced in January 1912 when a fire destroyed its old building. The company immediately announced a 20-story replacement -- modest by that time -- but later in 1912 sold the site to Thomas Coleman Du Pont, president of his family's Wilmington, Del., chemical firm.

Du Pont retained a Chicago architect, Ernest R. Graham, successor to the famed Daniel Burnham, who had designed the 1908 and 1909 proposals. Graham developed a plan for a 42-story-high building accommodating 13,000 people; at 1.2 million square feet, it was to be the largest in square footage in the world.

The Real Estate Record & Guide again editorialized in favor of restrictions on building size and against the Du Pont project, saying "it will cause severe and irremediable losses to many neighboring property owners."

George T. Mortimer, manager of the new Trinity and U.S. Realty office buildings across Broadway, organized neighboring owners in an attempt to buy the site from Du Pont to put up an eight-story structure, even at a direct loss of \$2.5 million to themselves. They were rebuffed.

New York City had finally organized a Heights of Buildings Commission, which in 1913 arrived at a draft plan for requiring setbacks on buildings in relation to the width of a street.

But by that time the new Equitable Building was well under way, and was finished in 1915 -- 42 stories high and rising straight from its property lines. In 1916 the city passed its first zoning law. On a plot the size of the Equitable's the total allowable floor space would not have exceeded 12 times the area of the plot. As built, the Equitable is 30 times the size of the plot.

The vernacular tradition in New York is that the Equitable Building suddenly sparked the 1916 law, as if city planners were startled by it on a stroll down Broadway. The two-decade-long prehistory shows it was no surprise to anyone.

It appears that Du Pont's investment worked out just fine, and in 1916 he hired Mortimer, the one-time opponent, as the building's manager. Mortimer continued to advocate building controls.

Kieves

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre St., 9N, New York, NY 10007 (212) 669-7700

ENVIRONMENTAL REVIEW

DCP	/05DCP020M	06/22/07
PROJECT NUMBER		DATE RECEIVED

PROJECT

FORDHAM U LINC CTR MSTR P: FORDHAM UNIV LINCOLN CTR MASTR P

- No architectural significance
- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

COMMENTS

The LPC is in receipt of the EAS and draft scope of work for EIS (SEIS) dated 6/20/07. The text needs to be corrected as per LPC comments of 10/17/06 (attached).

<u>Gina Santucci</u>	07/09/07
SIGNATURE	DATE

ENVIRONMENTAL REVIEW

DCP /05DCP020M 10/02/06
PROJECT NUMBER DATE RECEIVED


PROJECT

FORDHAM U LINC CTR MSTR P: FORDHAM UNIV LINCOLN CTR MASTR P

- No architectural significance
- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

COMMENTS

The LPC is in receipt of the revised EAS and scope of work for EIS (SEIS) dated 8/28/06. The following resources are within the study area and need to be added or the information corrected in the EAS and SEIS: Lincoln Center, S/NR listed; the Sofia Bros. Warehouse, LPC designated and S/NR eligible; and St. Paul's R.C. Church, heard by the LPC and S/NR eligible. There are no archaeological resources on Block 1132, Lot 1.


SIGNATURE DATE 10/17/06