

**A. INTRODUCTION**

The City Planning Commission (CPC) is contemplating certain modifications to the proposed action (the “proposed modifications”). These modifications would reduce the bulk with smaller maximum building envelopes and lower building heights for most of the buildings expected to be built under the proposed Master Plan. There would be less floor area, fewer parking spaces by the removal of a garage, and certain other design changes described below.

This chapter describes the proposed modifications and examines whether the changes would result in significant adverse environmental impacts for each technical area of the Final Environmental Impact Statement (FEIS). Where appropriate, the analyses compare the effects of the modified project to those of the proposed action. In addition this chapter presents a brief summary of the process of developing the proposed modifications.

The analysis concludes that the proposed action including potential modifications would reduce to some degree the significant adverse environmental impacts identified for the proposed action in the FEIS, including shadow impacts and traffic impacts. For traffic, while overall impacts would be reduced, one turning movement would experience a significant adverse impact that otherwise would not occur with the proposed action. As described below, for the other technical areas, the modified project would have the same impact conclusions as those with the proposed action.

**B. BACKGROUND****THE PROPOSED PROJECT**

As described and analyzed in the previous chapters of this document, the proposed action is a Master Plan to provide about 2.35 million square feet of additional gross floor area at Fordham’s Lincoln Center campus. The proposed campus development would include 1,607,460 gross square feet (gsf) of additional academic and dormitory space as well as about 736,504 gsf of residential space in two new buildings. Accessory parking totaling approximately 470 spaces would be provided in three below-grade garages.

While the proposed development would be as-of-right with regard to use and floor area, it would require CPC special permits pursuant to Zoning Resolution (ZR) Section 82-33 to waive height, setback, and minimum distance between buildings, courts, and minimum distance between legally required windows and walls and/or lot lines; it would also require special permits from the CPC pursuant to ZR Section 13-561 and ZR Section 82-50 to permit accessory parking garages for community facility and residential uses within the Special Lincoln Square District.

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<sup>1</sup> This chapter is new to the FEIS.

Fordham is also requesting a text change in the provisions of ZR Section 82-50 that would clarify the intention of the ZR regarding curb cuts on wide streets for off-street loading berths and would therefore facilitate the authorizations to be obtained pursuant to ZR Section 13-553 for a curb cut on a wide street accessing loading berths. Authorizations are sought (i) to permit a curb cut on a wide street for the two parking garages sharing one entrance on West 62nd Street, and (ii) pursuant to the amended ZR Section 82-50(b) to permit a curb cut for a loading berth on a wide street (West 62nd Street) within the Special Lincoln Square District. Since development of the garage beneath Site 3 could be delayed by the city's Third Water Tunnel project, an extension of the period normally allowed for the automatic lapse of the special permit for accessory parking is also being requested.

Fordham is also intending to seek DASNY approvals for the authorization of the expenditure of proceeds from the State of New York Personal Income Tax Revenue Bond (Education Resolution) program. The bond proceeds will be used to finance the development of the academic buildings in the Master Plan.

Baseline conditions for evaluating potential impacts—the future without the proposed action presented in the FEIS analyses for 2014 and 2032—are the same for both the proposed action and for the modified project.

## **DEVELOPMENT OF PROJECT MODIFICATIONS**

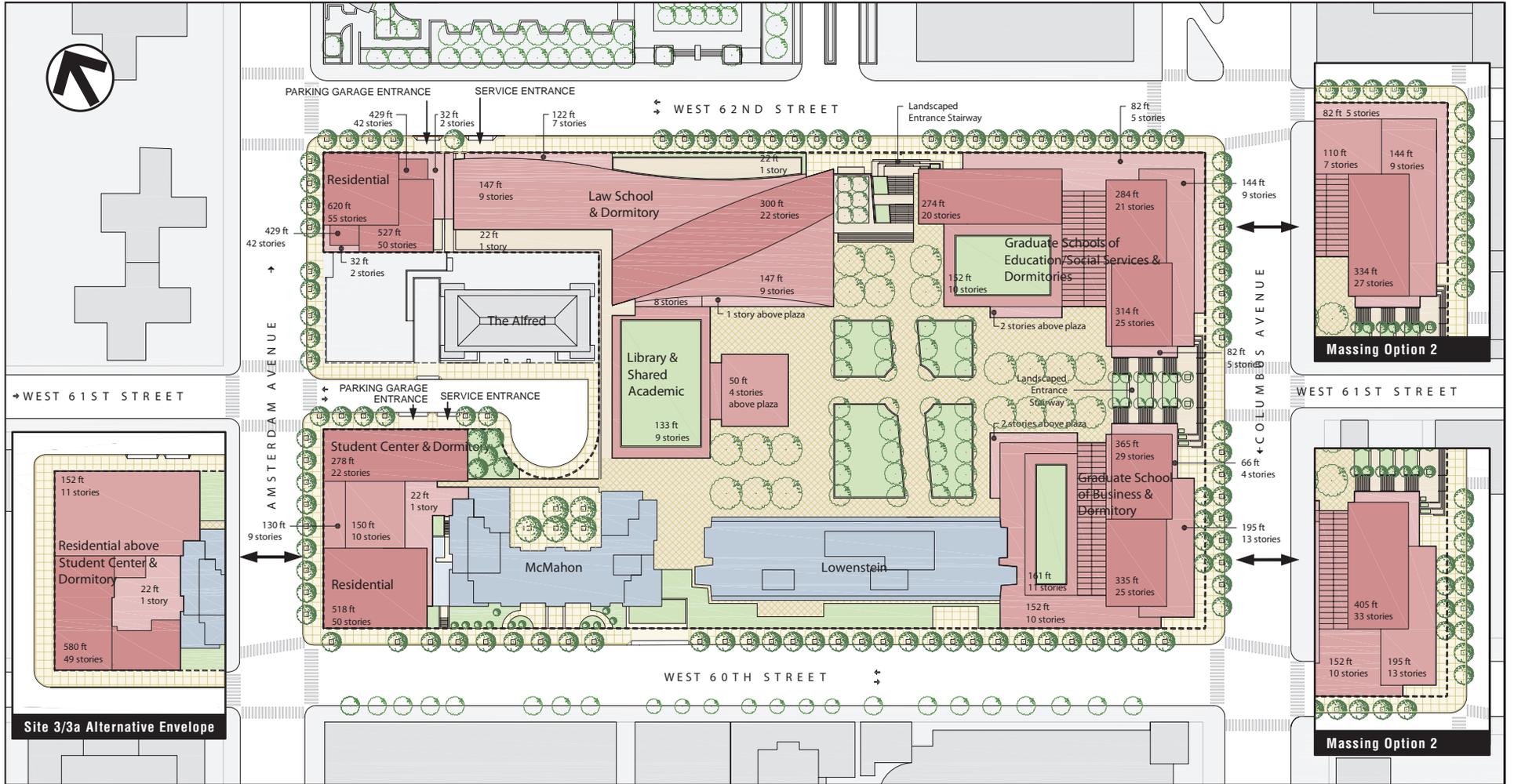
CPC issued a Notice of Completion for the Draft Environmental Impact Statement (DEIS) on November 17, 2008, and circulated the DEIS for public review. Since the issuance of the DEIS, Fordham and its project team have continued to work on refinements to the Master Plan with Community Board 7, the Manhattan Borough President, City Council Member Gail Brewer, and the Department of City Planning to respond to comments voiced at the scoping meeting, various Community Board meetings, and the DEIS public hearing. In the context of discussions with the Borough President, Fordham agreed in writing to make certain modifications to its plan in response to community concerns, subject to review and approval by CPC and the City Council. The changes described below and assessed in this chapter reflect the outcome of those discussions as well as the proposed further modifications now under consideration by CPC.

### **C. DESCRIPTION OF PROPOSED MODIFICATIONS**

While the site plan for the campus (including the number of proposed buildings, their use and locations) would generally remain as described in the DEIS and above (see Figure 27-1), modifications contemplated by CPC would affect density and floor area, building heights and bulk, parking, ground floor transparency, the width of sidewalks on Columbus Avenue and West 62nd Street, the entrance stairs on Columbus Avenue and West 62nd Street, and requirements for ground-floor transparency. The following sections describe the proposed modifications in more detail.

#### **DENSITY AND FLOOR AREA**

The proposed modifications include actual and effective floor area reductions. Compared to the proposed project, additional below-grade space would be used for academic programs, academic and dormitory space would be reduced, building heights would be lowered and building bulk would be reduced.



For Illustrative Purposes Only Note: Building heights measured from lowest applicable curb level for each site.

----- Project Site Boundary

A decrease of 63,172 zoning square feet (zsf) of floor area (67,205 gsf) would be achieved by constructing cellar level academic facilities on Sites 1, 2, 5, 5a and 6. An additional reduction of 80,902 zsf (85,838 gsf) would be realized through reductions of floor area on Sites 1, 2 and 3/3a above grade that will not be replaced either below or above ground. For Site 3 under Option 2 (i.e., the stacked option), this would include a reduction of 10,736 square feet of dormitory program area. Taken together, the use of cellar space and the reduction in program area would result in a floor area reduction of 144,074 zsf (153,043 gsf) <sup>1</sup>.

In addition, heights of the buildings on Amsterdam Avenue would be decreased by lowering floor-to-floor heights on Sites 3 and 4. The reductions of 20 feet in the case of Site 3 (stacked option) and 30 feet in the case of Site 4 are the equivalent of 2 and 3 stories, respectively, assuming a 10 foot floor-to-floor height.

With the actual reductions of 144,074 zsf in place, the overall size of the Master Plan with proposed modifications would be 2,876,406 zsf compared to 3,020,480 zsf with the proposed action. The floor area reductions are summarized and the modified project is compared to the proposed action in Table 27-1.

**Table 27-1  
Reduced Floor Area with  
the Proposed Modifications**

<b>FLOOR AREA REDUCTIONS</b>	<b>zsf</b>	<b>gsf</b>
Program reduction	80,902	85,838
Cellar Excavation	63,172	67,205
Total Reductions	144,074	153,043
<b>TOTAL ZSF</b>		
Proposed Action	3,020,480	
With Proposed Modifications	2,876,406	
<b>Notes:</b> zsf-zoning square feet; gsf-gross square feet		
<b>Sources:</b> Cooper Robertson+Partners		

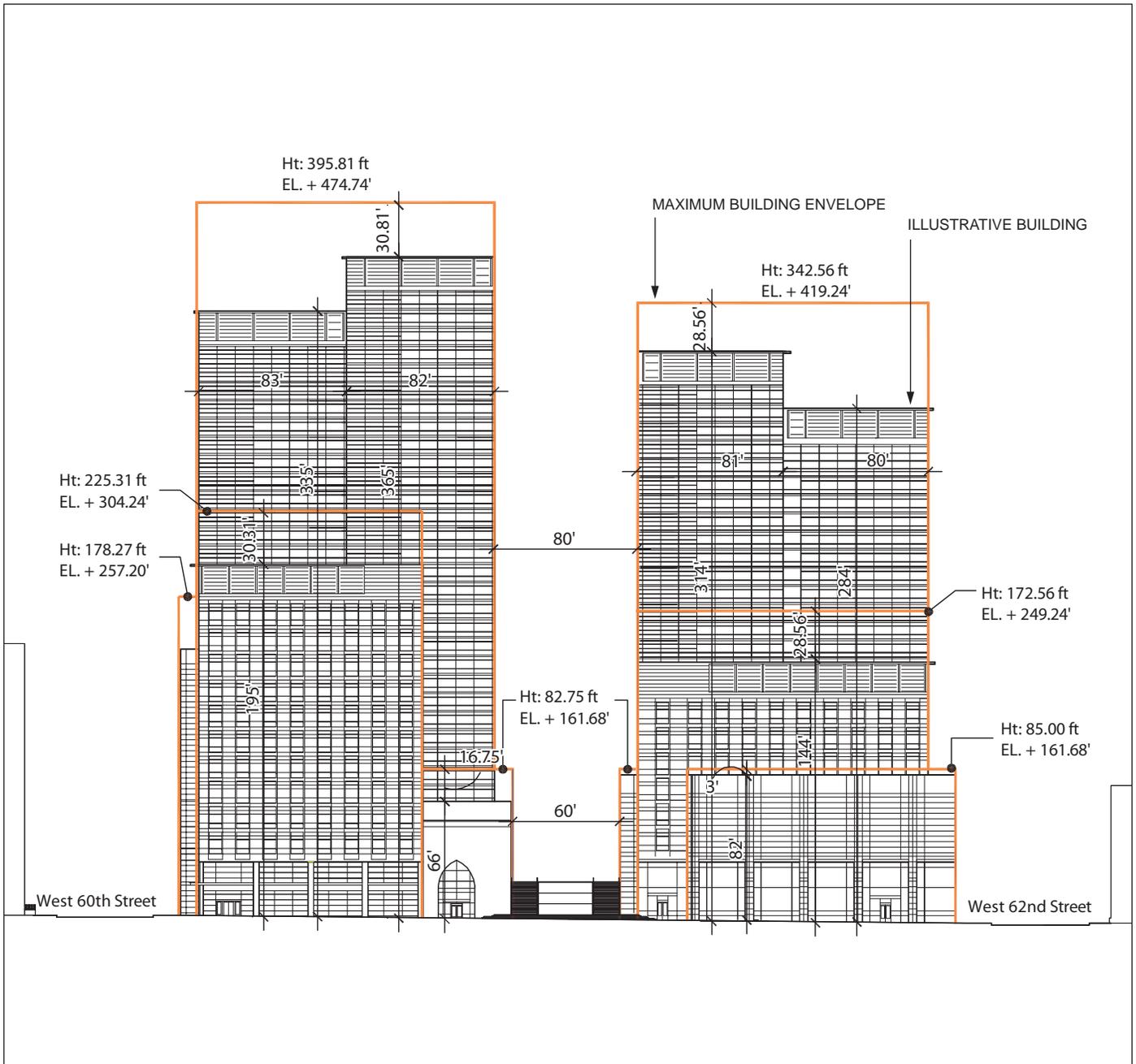
**BUILDING HEIGHTS AND BULK**

Under the proposed modifications, maximum building heights for those sites along Columbus and Amsterdam Avenues would be lower. As shown in Figures 27-2 and 27-3, along Columbus Avenue there are two options for massing the tower portions: massing in two adjoining segments or massing as taller structures with narrower streetwalls: In either case the heights would be reduced. Comparing the illustrative plans, the building on Site 1 would be reduced from 354 feet to either 314 or 334 feet, depending on the massing alternative chosen. The building on Site 2 would be reduced from 439 feet (illustrative) to 365 or 405 feet, again depending on the massing alternative chosen.

As described in Chapter 1, “Project Description,” two options for the proposed project are possible on Site 3/3a along Amsterdam Avenue—a two-tower configuration and a single-tower

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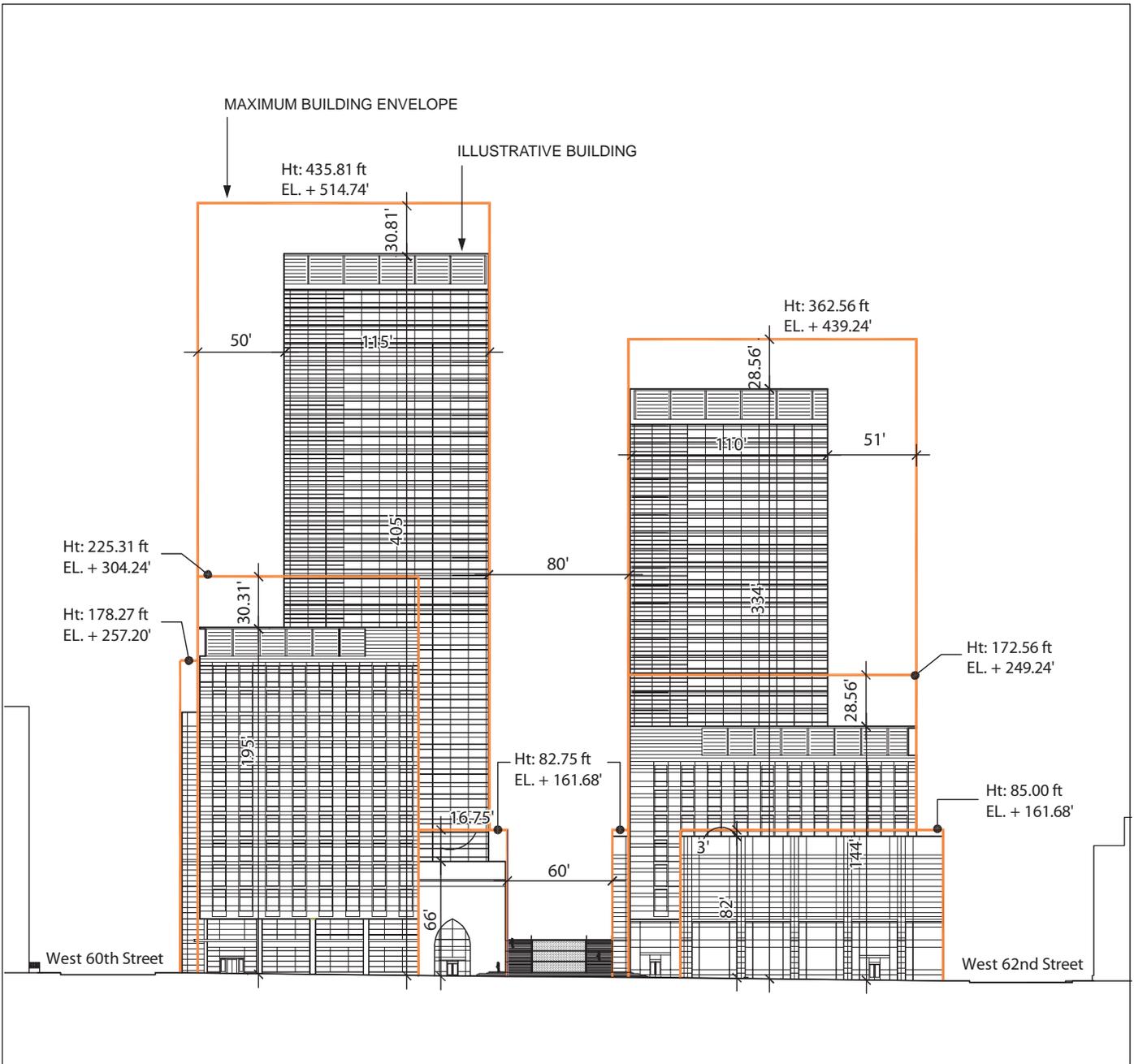
<sup>1</sup> In order to ensure the implementation of the reductions, drawings illustrating applicable design controls will be part of the ULURP application set and some of these drawings may be attached to a restrictive declaration.



- Maximum Building Envelope Outline
- Illustrative Building

*Buildings shown for Illustrative Purposes Only  
Note: Building heights measured from lowest applicable curb level for each site.*

**Figure 27-2  
Modified Columbus Avenue  
Building Envelope Elevation–Option 1**



- Maximum Building Envelope Outline
- Illustrative Building

*Buildings shown for Illustrative Purposes Only  
 Note: Building heights measured from lowest applicable curb level for each site.*

**Figure 27-3  
 Modified Columbus Avenue  
 Building Envelope Elevation–Option 2**

stacked configuration (see Figure 27-4 and Table 27-2). With the proposed modifications, the two-tower configuration on Site 3/3a would be reduced from 558 to 518 feet (illustrative) and the single-tower stacked configuration would be reduced from 600 to 580 feet (illustrative). A mandatory 20-foot setback at a height of 130 feet would be introduced for the portion of Site 3a lying between the two towers on Amsterdam Avenue. For the stacked option, the base height would be reduced from 172 feet to 152 feet. For Site 4, also along Amsterdam Avenue, the height would be reduced from 651 to 620 feet.

**Table 27-2**  
**Comparison of Illustrative Building Heights (in feet)**

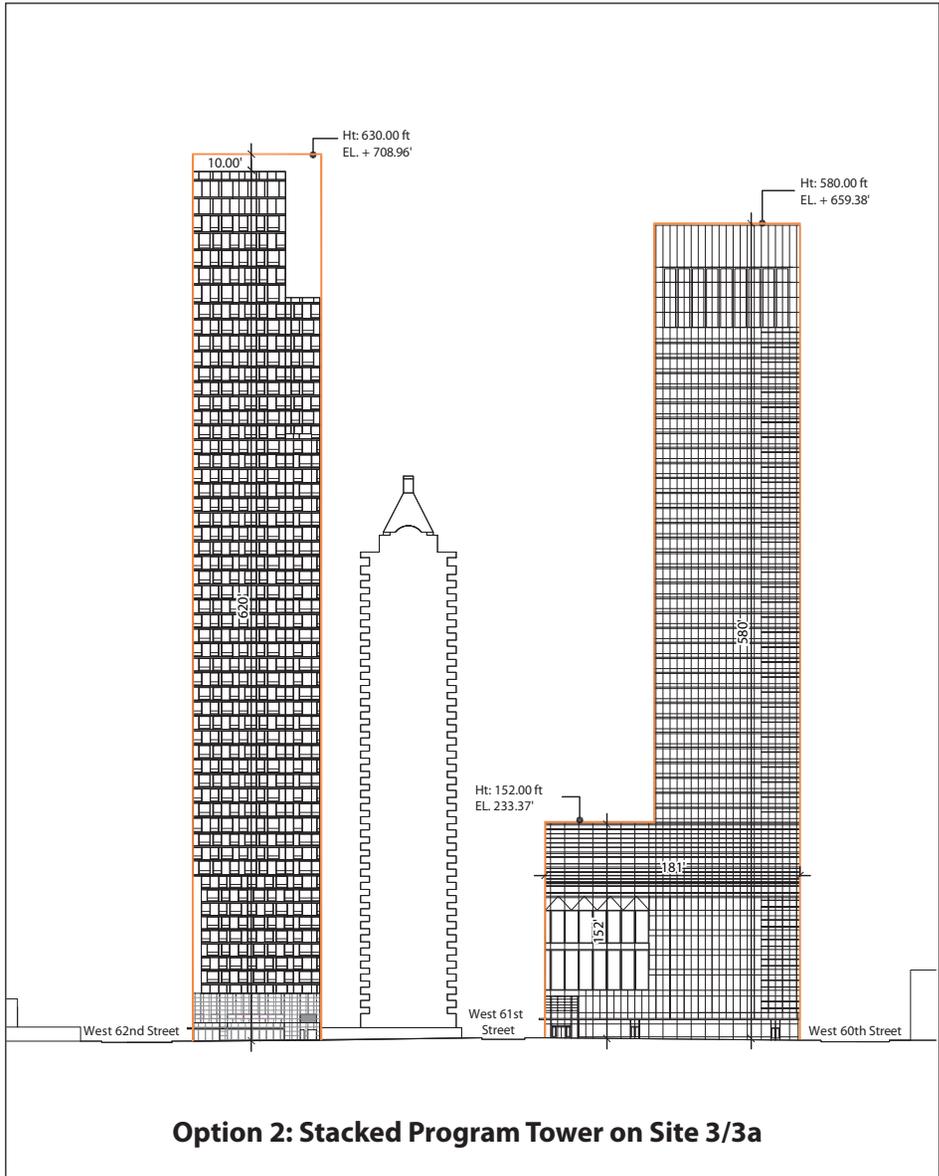
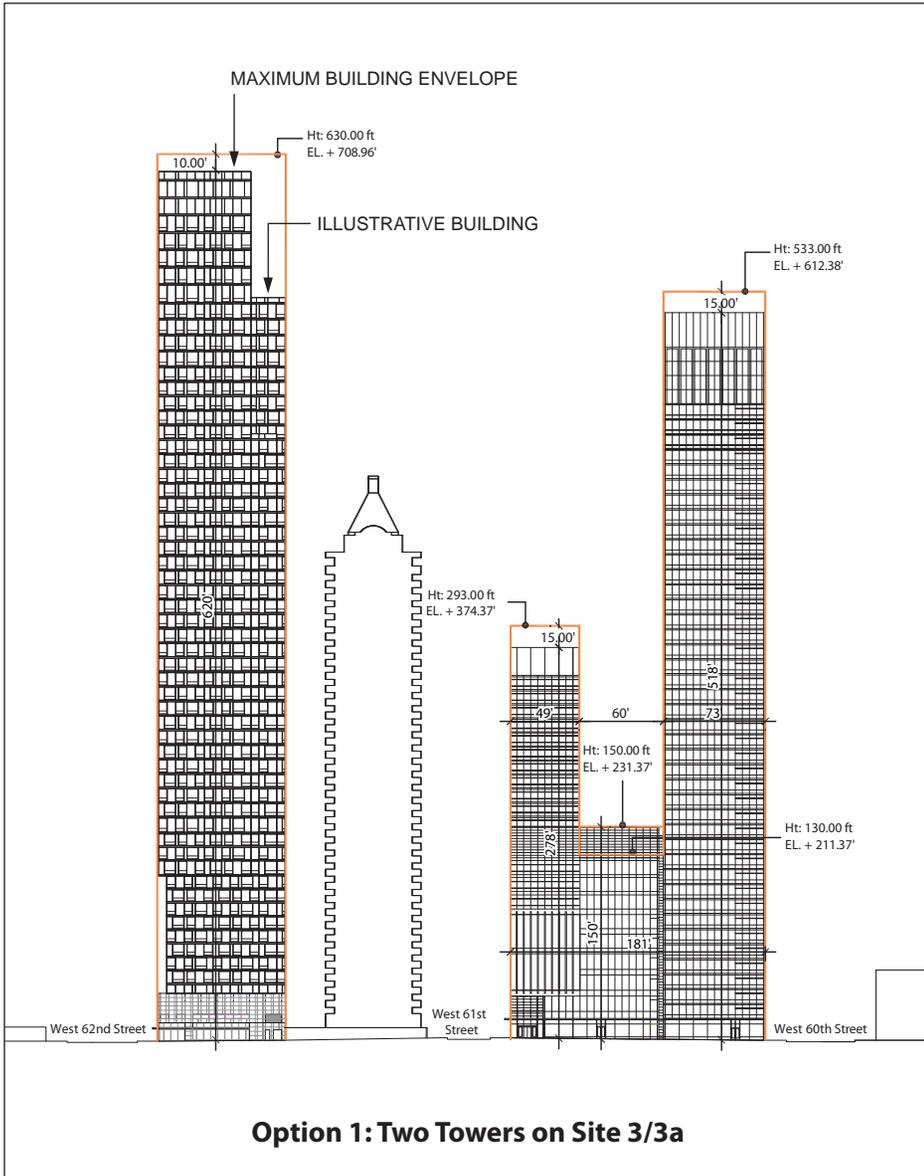
Condition	Site 1	Site 2	Site 3/3a Options		Site 4
			Two-tower	Stacked	
Proposed Project	354	439	558	600	651
Proposed Modifications Massing Option 1 (change)	314 (-40)	365 (-74)	518 (-40)	580 (-20)	620 (-31)
Proposed Modifications Massing Option 2 (change)	334 (-20)	405 (-34)	518 (-40)	580 (-20)	620 (-31)
<b>Notes:</b> Also see Figures 27-2, 27-3, and 27-4.					
<b>Sources:</b> Cooper Robertson+Partners					

The maximum building envelopes have been set separately for each of the two options on Sites 1 and 2 to reflect the reduced heights of the buildings as well as their setbacks. The Site 3/3a and Site 4 envelopes have also been revised to reflect the reduced heights of their respective buildings, and the Site 6 envelope has been reduced to provide the same amount of space between the envelope and illustrative building as the other Columbus Avenue sites. Also, the maximum building envelope for the Law School on Sites 5/5a has been tailored to follow more closely the building that has already been designed and is shown in the illustrative plans (see Figure 27-5). The maximum building envelopes with the modifications are shown in Figure 27-6 through 27-8.

For the buildings along Columbus Avenue, the proposed modifications would include street frontage/bulk design guidelines contained in the drawings of the ULURP application. The guidelines would regulate maximum width, in order to prevent long unbroken stretches of façade, and would also establish minimum base height requirements for Sites 1 and 6. They would also regulate minimum differentials between the two Columbus Avenue buildings for total height and height of the upper setback. For the first massing scheme (two adjoining segments), minimum height differential between segments and minimum planar change would also be regulated.

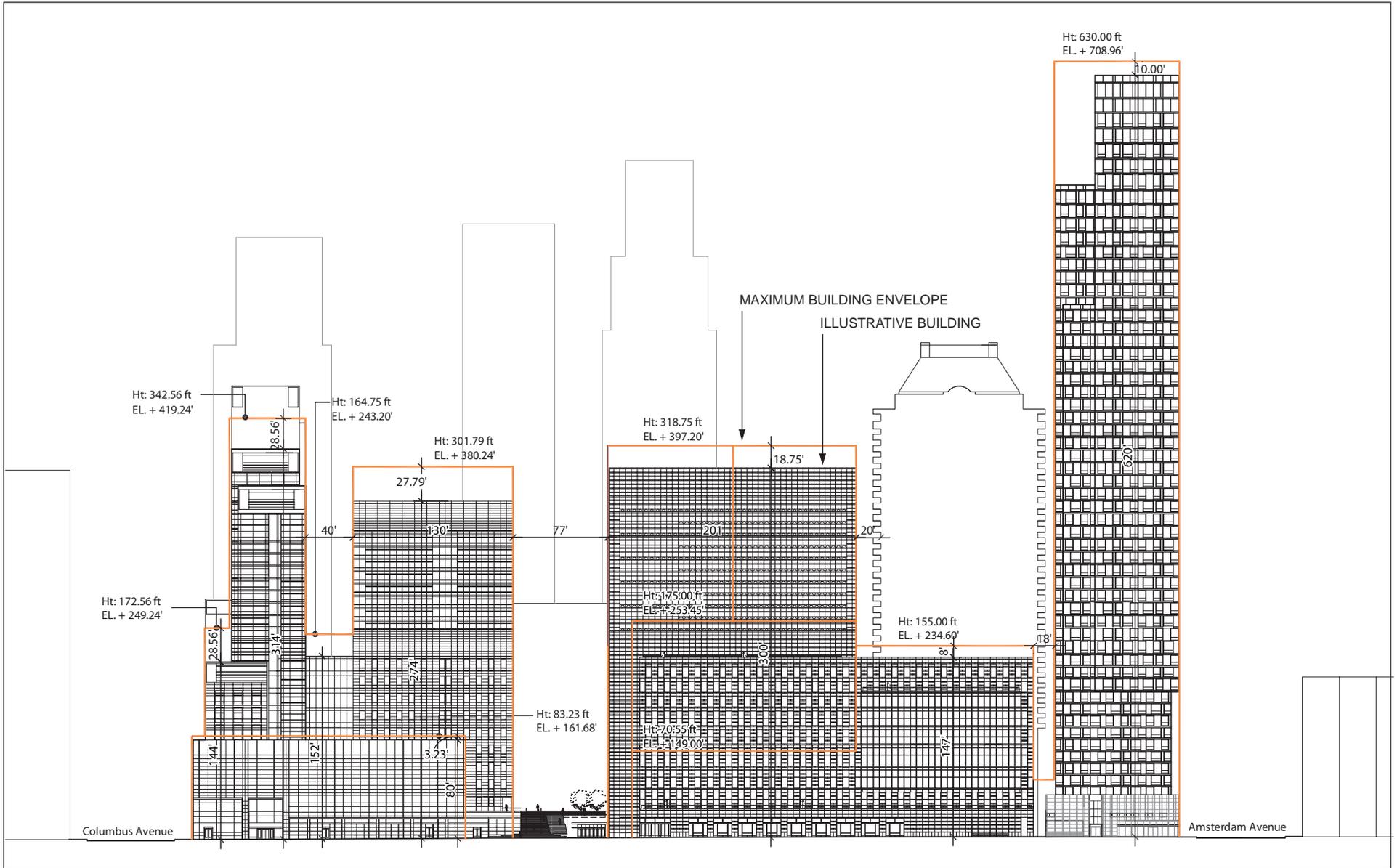
**PARKING**

The proposed modifications include eliminating the parking garage beneath the Law School and Schools of Education and Social Service (Sites 5, 5a, and 6). With the proposed action, this parking garage (Garage B) would provide 265 accessory parking spaces for Fordham faculty, staff and administration. Instead, with the proposed modifications Fordham would use up to 50 percent of a maximum of 137 spaces in the Site 3/3a garage (Garage C). For both Garages A and C, the total parking would be limited to the lesser of the number of spaces proposed in the ULURP application for each garage or 35 percent of the total number of dwelling units constructed in each residential building.



- Maximum Building Envelope Outline
- Illustrative Building

*Buildings shown for Illustrative Purposes Only  
 Note: Building heights measured from lowest applicable curb level for each site.*

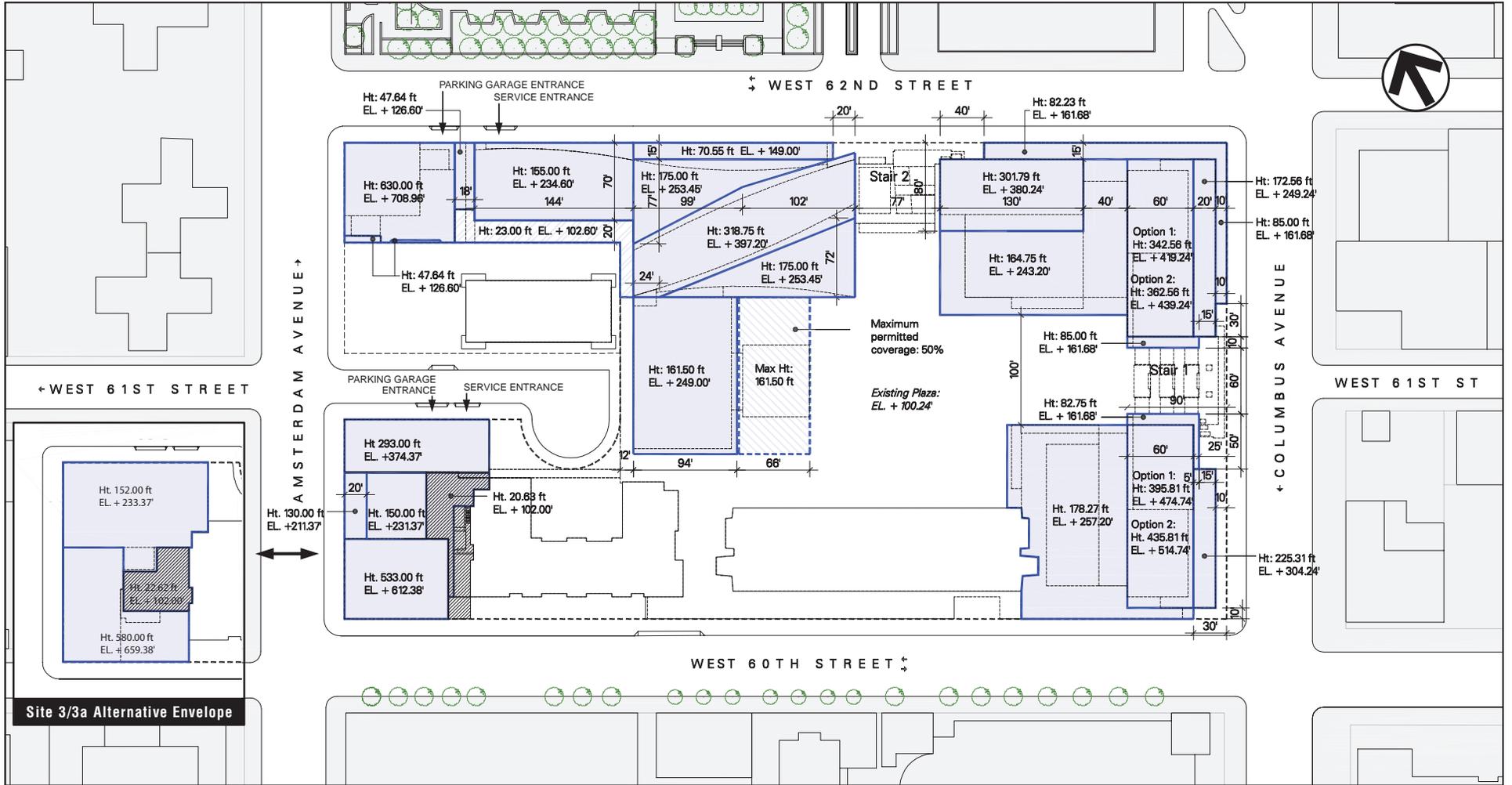


Maximum Building Envelope Outline

Illustrative Building

*Buildings shown for Illustrative Purposes Only*

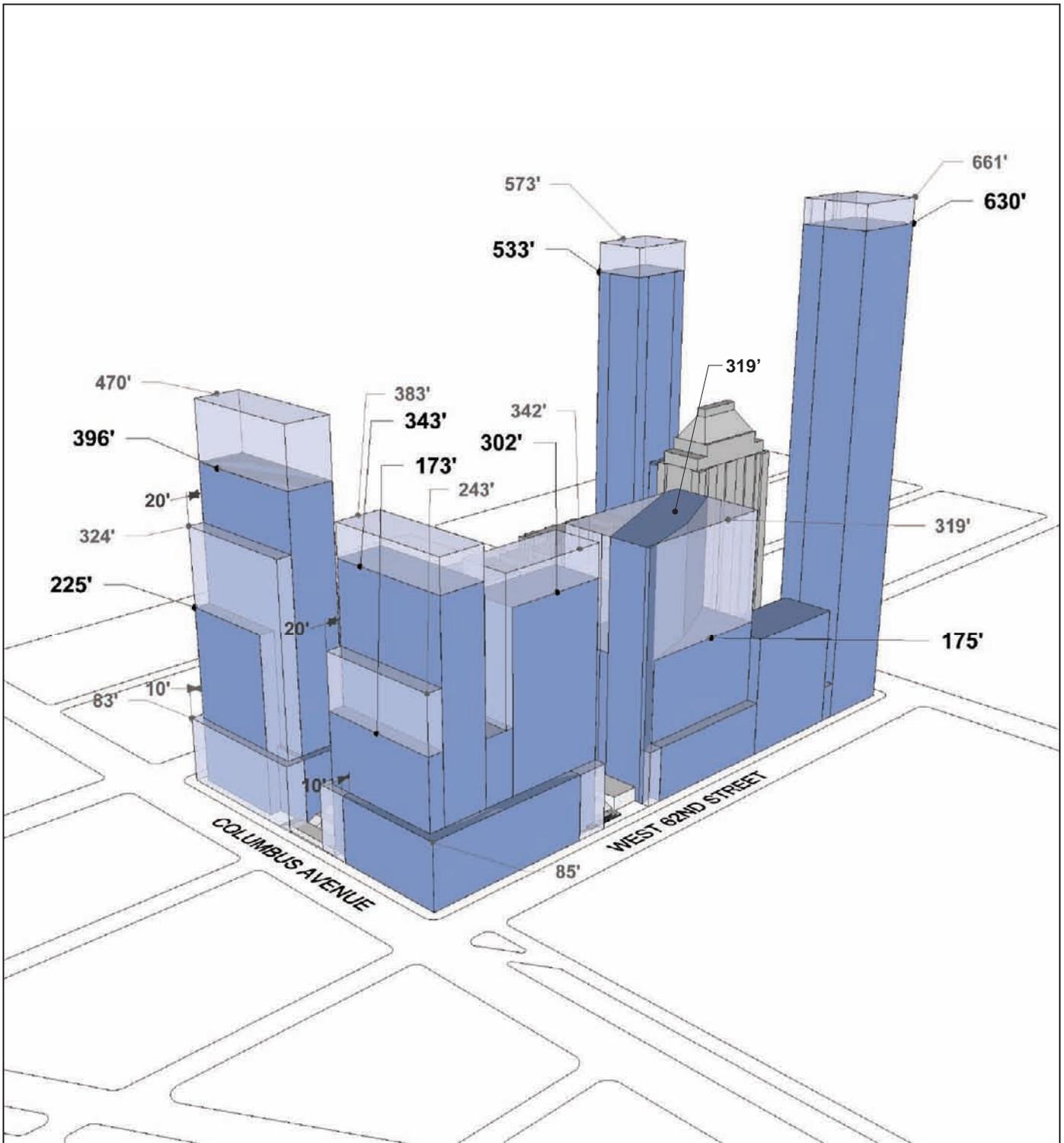
*Notes: Building heights measured from lowest applicable curb level for each site.  
Site 1 depicts Option 1.*



Note: Building heights measured from lowest applicable curb level for each site.

- Project Site Boundary
- ▨ Restrictive Coverage Area
- ▭ Building Envelope
- Illustrative Building Roof Plan
- ▨ New Podium Envelope

Figure 27-6  
Modified Building Envelope Plan



**Proposed Action**

Building Envelope

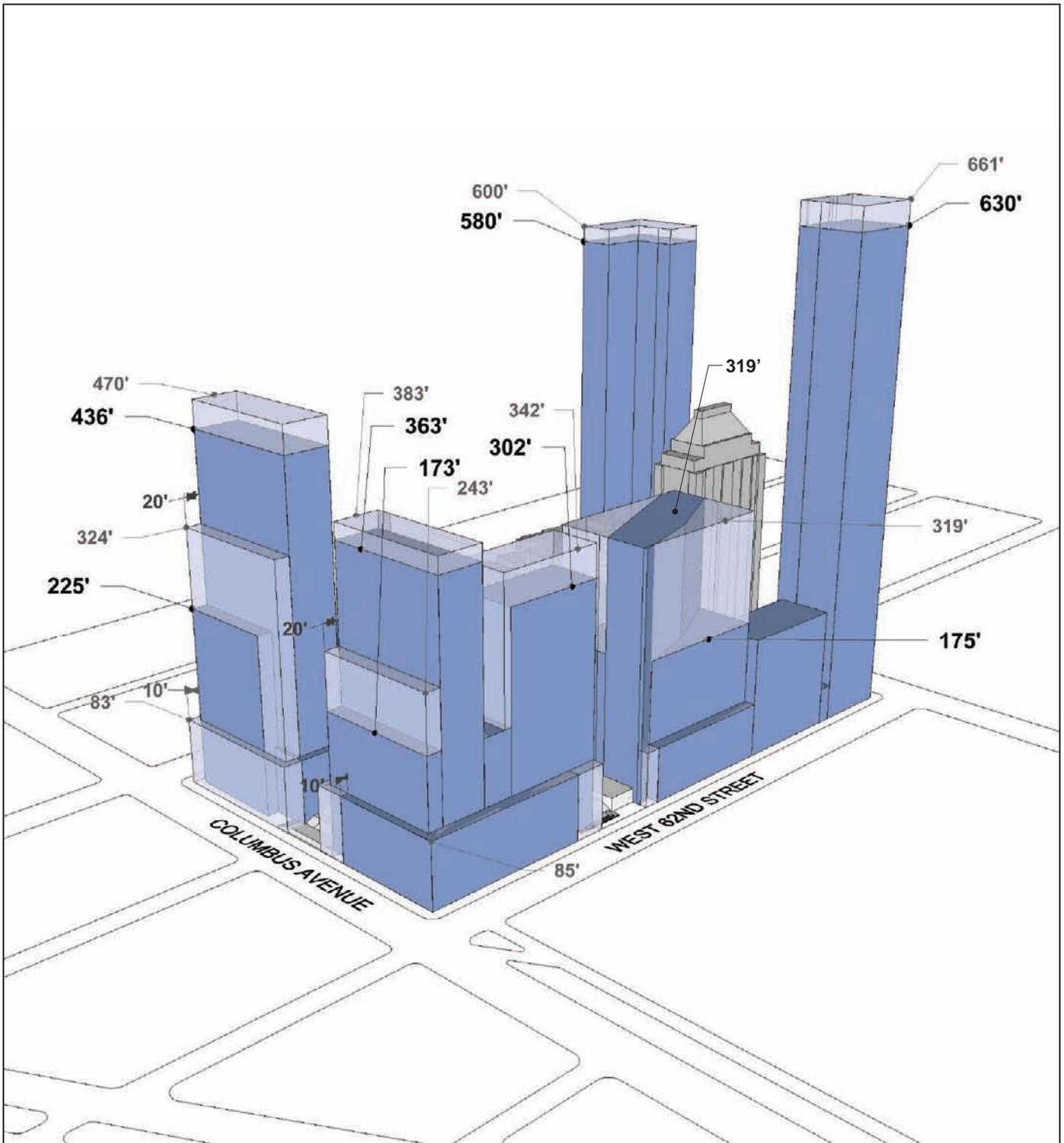
470' Height

**Modified Project**

Building Envelope

470' Height

Figure 27-7  
Axonometric View of Proposed Action  
and Modified Building Envelopes  
Sites 1, 2 and 3 – Option 1



**Proposed Action**

Building Envelope

470' Height

**Modified Project**

Building Envelope

470' Height

Figure 27-8  
Axonometric View of Proposed Action  
and Modified Building Envelopes  
Sites 1, 2 and 3 – Option 2

## **SIDEWALKS**

The project modifications would include increased sidewalk widths. Compared to the proposed project, sidewalks would be at least 10 feet wider along the building frontage of Site 2 (not including the stair opening) and along the portion of the frontage of Site 1 closest to the entry stair. The widened sidewalk in front of Site 2 would also be required to be planted at the street line with at least four street trees. Sidewalk widenings would also be provided along portions of the West 62nd Street frontage at the entrance to the stair, in front of the contemplated theater entrance and in front of the entrance to the Law School.

## **COLUMBUS AVENUE ENTRANCE STAIR**

The proposed modifications would open up views of and access to the main entry stair along Columbus Avenue for people approaching from both the south and north. This would be accomplished by reconfiguring the footprints of the buildings on Site 1 and Site 2 (see Figure 27-9). By pulling the street walls of these buildings away from the sidewalk on either side of the stair, and allowing stair and lower landing to extend north and south, the stair will become more visible and accessible for approaching pedestrians. In addition, the sidewalk areas north and south of the stair would be widened, and in the case of Site 2, this sidewalk widening extends to 60th Street, enabling additional street trees to be planted.

## **OTHER MODIFICATIONS**

It is expected that the Restrictive Declaration will establish required operating hours for both the Columbus Avenue and West 62nd Street entrance stairs, as well as for the interim open space along Columbus Avenue.

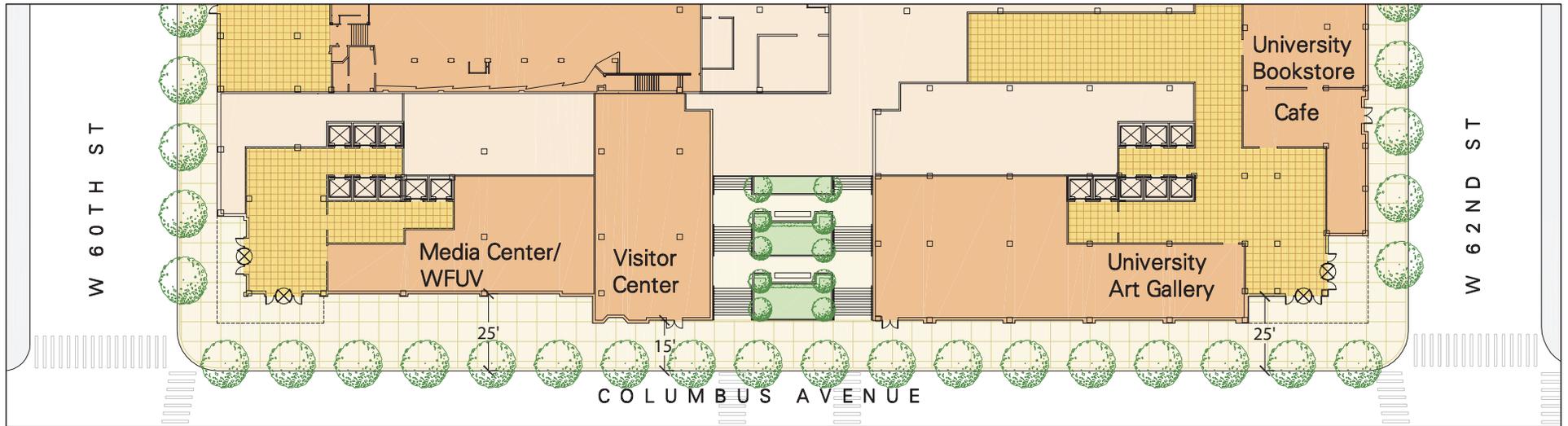
Compared to the proposed action, the modified project would have increased ground-floor transparency—requirements for transparency along the Avenues would be increased from 50 percent with the proposed action to 70 percent with the modifications.

Finally, unlike the proposed action, the modified project would mandate an active retail use at the corner of Columbus Avenue and West 62nd Street.

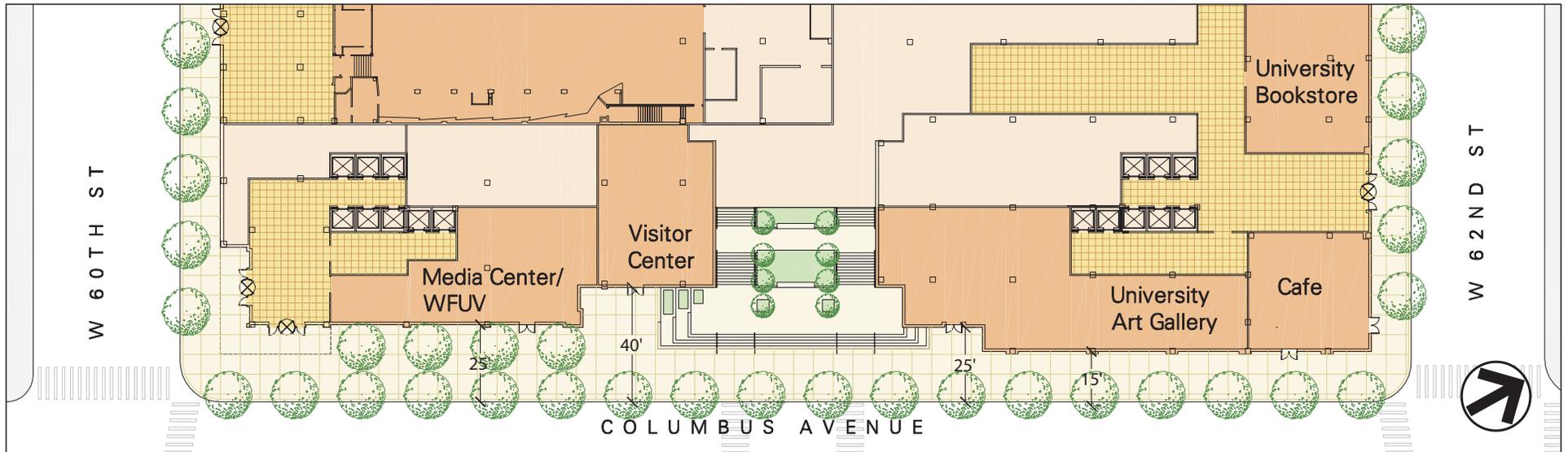
## **POTENTIAL CHANGES IN DISCRETIONARY ACTIONS**

The reductions in height and bulk will generally reduce the size of the height and setback waivers, but other waivers would generally remain the same. The Special Permit for parking Garage B would no longer be necessary as Garage B has been removed from the Master Plan.

Since only the Law School building has actually been designed, future input from the Community Board, elected officials and CPC is anticipated as Fordham develops architectural plans and prepares to build other individual buildings. Fordham has proposed a panel to be created by the Borough President and Councilmember to review and comment upon the design of each building in the Master Plan as it is designed. The review procedure would permit comment by community members during preparation of conceptual drawings as well as at the schematic stages and would provide early information on conceptual massing and materials. Substantial changes in these elements of a design would require Fordham to resubmit the design to the community. The review procedure would be incorporated in a restrictive declaration enforceable by the city.



**Proposed Action**



**Modified Project**

*For Illustrative Purposes Only*

Lobby
  Active Ground Floor Use
  Academic Program Area

## **D. ANALYSES**

As described above, the proposed modifications would generally result in lower buildings, less floor area, and less parking. For each technical analysis area of the FEIS, the potential environmental effects of the proposed project including the proposed modifications are identified below to determine whether there would be any new or different environmental effects not already identified in the FEIS.

### **LAND USE, ZONING, AND PUBLIC POLICY**

As described above, both the proposed action and the modified project would require a number of special permits and authorizations from CPC. The primary land uses to be developed in either case—academic, dormitory, and residential—are those permitted by existing zoning and would be in keeping with and supportive of existing land uses and ongoing land use trends in the area.

With the proposed modifications, development would include less floor area and would also be consistent with the floor area regulations permitted under existing zoning. While the modifications would result in different height and massing configurations than the proposed action, a special permit would nonetheless be required for height, setback, minimum distance between buildings, courts, and minimum distance between legally required windows and walls/lot lines. As with the proposed action, in order to grant the requested special permit relating to bulk, CPC must make a finding that such modifications are necessary to facilitate good design and it would be consistent with the general purposes of the Special Lincoln Square District.

Special permits for accessory parking would be reduced from three garages with the proposed action to two with the proposed modifications. As with the proposed action, in order to grant the special permits related to accessory parking, the CPC must make findings related to the need for parking, insufficiency of existing parking within the vicinity of the site, effects on vehicular and pedestrian movement and traffic on local residential streets, and adequacy of reservoir space.

As with the proposed action, both the bulk and parking special permits would be site-specific and would not affect other sites in the area. Neither the proposed action nor the project with modifications would affect zoning regulations in the surrounding area, and would have no effect on any public policy relating to land use that applies to the project site or the surrounding area. Overall, the proposed action including the proposed modifications would not result in any significant adverse impacts to land use, zoning, or public policy.

### **SOCIOECONOMIC CONDITIONS**

Socioeconomic conditions with the proposed modifications would be substantially the same as those with the proposed action. In either case, there would not be a significant adverse impact on socioeconomic conditions in the study area, since there would be no direct displacement of residential population, businesses, or institutions; no indirect residential displacement; no indirect business displacement; and no adverse effects on specific industries. Overall, the implementation of the proposed Master Plan, with or without the proposed modifications, would not cause any significant adverse impacts on socioeconomic conditions.

## **COMMUNITY FACILITIES**

As described in Chapter 4, “Community Facilities and Services,” the proposed action falls below the *CEQR* thresholds for detailed community facilities analysis. Similarly, with the proposed modifications, there would be no direct effects on community facilities and project-generated populations (which would be the same or less than those with the proposed action) would not meet the threshold for detailed analysis. Therefore, the modified project would not have a significant adverse impact on community facilities.

## **OPEN SPACE**

As described in Chapter 5, “Open Space,” the proposed action would not result in significant adverse impacts on open space and recreational facilities. With the proposed modifications, the number of open space users would be the same or less and the quantity of open space would be the same. With either the proposed action or the modified project, open space ratios for active and total open space—as well as passive ratios for the combined resident and non-resident population—would remain lower than DCP guidelines (similar to conditions in many areas in Manhattan), but this would not be considered a significant adverse impact to open space, as these guidelines are not considered specific impact thresholds.

## **SHADOWS**

As described above, the proposed modifications would decrease the height and bulk of maximum building envelopes. This would result in a reduction in shadows on all sun-sensitive open space resources affected by project-generated shadow. Using the same methodology described in Chapter 6, “Shadows,” a shadow study was performed comparing shadows that would be cast by the modified project with shadows generated by the proposed action. The results demonstrate that, compared with the proposed action, the duration of incremental shadow generated by the modified project would remain the same for each resource, but the size of the incremental shadows would be smaller in every case, for most or all of the incremental shadow durations.

The modified project includes two massing options along Columbus Avenue—Option 1 and Option 2. Option 2, which has the taller maximum building envelopes of the two scenarios, was conservatively used in this shadows analysis. The two design options for Site 3/3A (included in the shadows analysis for the proposed action) are also reflected in the modified project, and both were considered in this analysis.

The shadows analysis of the proposed action presented in Chapter 6 concludes that the proposed action would result in significant adverse shadow impacts to Damrosch Park and to the planned seating area next to the Koch Theater (“the Grove”) throughout the year. The modified project would result in the same significant adverse shadow impacts; however, the smaller extent of incremental shadow at certain times of day would reduce the degree of the impacts on both of these open spaces. The shadows analysis presented in Chapter 6 also concludes that the proposed action would result in a significant adverse shadow impact to some of the clerestory windows along the north façade of St. Paul the Apostle Church on the morning of the June 21 analysis day. The modified project would cast the same incremental shadow on these windows, resulting in the same significant adverse shadow impact.

Representatives of the New York City Department of Parks and Recreation (DPR) and Fordham University have been meeting and are continuing to discuss potential mitigation measures for

significant adverse shadow impact on Damrosch Park that is projected with full development of Phase II. Representatives of Lincoln Center have advised that they do not wish to address the issue of plant sensitivity at the Grove at this time, because of the long period of time that will elapse until construction of Phase II. If Fordham, DPR, and Lincoln Center do not ultimately reach agreement on implementation of mitigation measures, the increase in shadows would be considered an unavoidable significant adverse impact on Damrosch Park and the Grove.

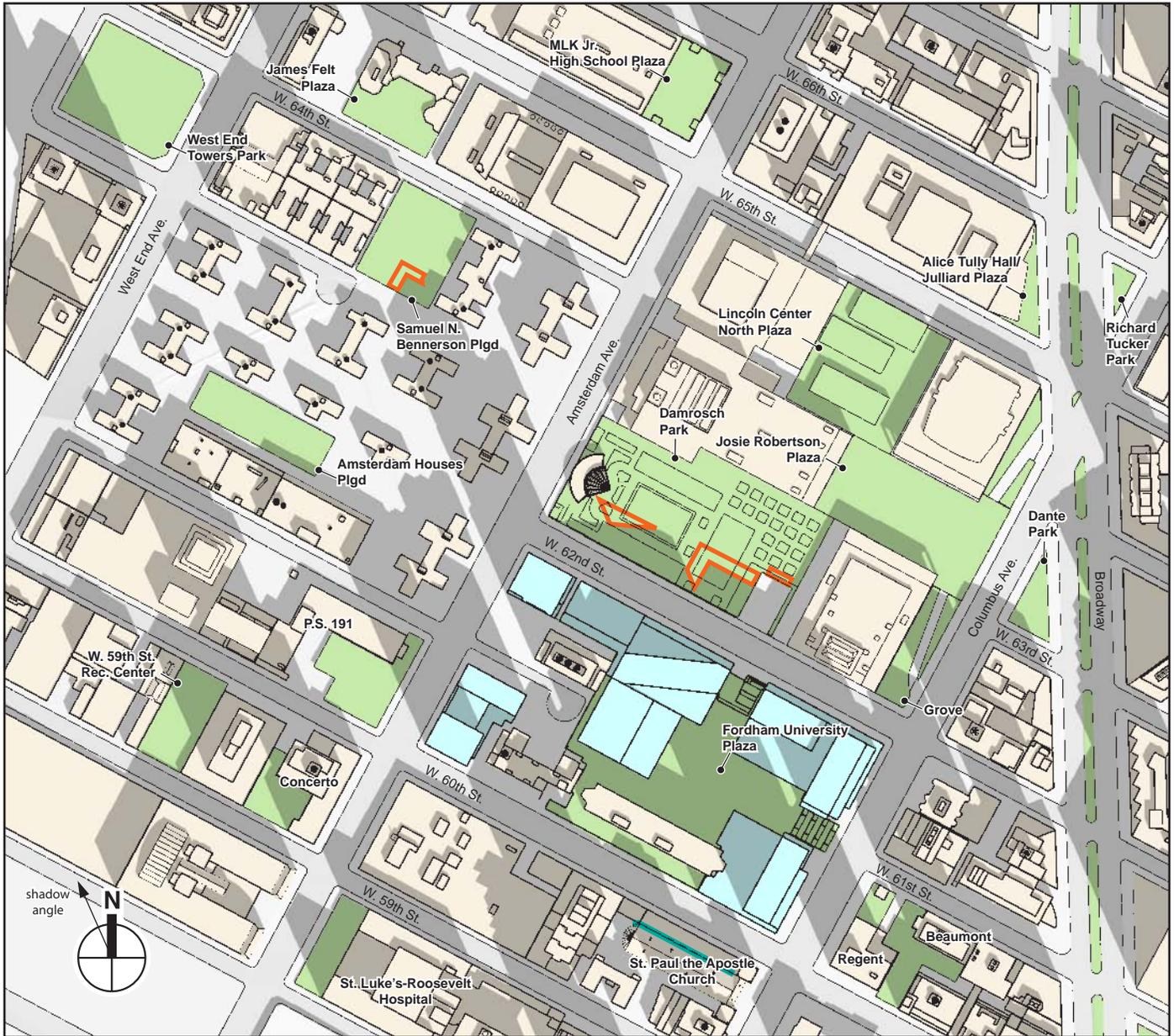
Figures 27-10 through 27-18 depict shadows cast by the full buildout of the modified project on the surrounding area at representative times of the year. The figures highlight the areas in surrounding open spaces that would experience a reduction in incremental shadow compared with the proposed action. In addition to providing snapshots of specific times of day and the reduced extent of incremental shadow at that time, the figures together provide an overall sense of the global effects on shadows of the reduction in height and bulk.

Figures 27-10 through 27-12 show shadows at representative times on the March 21/September 21 analysis day. At 10:00 AM there would be no difference between shadows cast by the modified project and those cast by the proposed action; incremental shadows from Site 3/3a would fall all the way across a portion of the P.S. 191 playground, and all the way across a portion of the Amsterdam Houses playground with both the proposed and modified projects (please refer to Chapter 6, Figure 6-18). Figure 27-10 depicts shadows at 12:00 PM and indicates the reduced extents of new shadow on Damrosch Park and Samuel N. Bennerson playground that would result from the proposed modifications, compared with the proposed project. Figure 27-11 depicts shadows at 2:00 PM and the areas of Damrosch Park and the Grove that would experience a reduction in incremental shadow at that time. Figure 27-12 shows shadows at 4:30 PM, highlighting reductions in incremental shadow on Lincoln Center plaza, Dante Park and the Broadway malls.

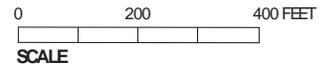
Figures 27-13 through 27-15 present shadows on June 21. In the morning, open spaces west and northwest of the project site would experience reductions in the extent of incremental shadow with the modified project. For example, in Figure 27-13, which depicts shadows at 10:00 AM, reduced extents are visible on the West 59th Street Recreation Center and P.S. 191 playground. At 2:00 PM Damrosch Park and the Grove would experience slightly smaller areas of incremental shadow with the modified project, as shown in Figure 27-14. Late in the day, open spaces northeast and east of the project would experience reductions in extent of incremental shadow (see Figure 27-15 depicting 5:30 PM).

On December 21, small reductions in the extent of incremental shadow would occur on open spaces northwest, north and northeast of the project site with the proposed modifications (see Figures 27-16, 27-17, and 27-18).

In conclusion, compared to the proposed action, the modified project would have the same significant adverse impacts to Damrosch Park and the Grove, as well as to St. Paul the Apostle Church. However, due to the reduction in building massing, the effects on Damrosch Park and the Grove would be lessened. As stated above, representatives of DPR and Fordham have been meeting and are continuing to discuss potential mitigation measures for significant adverse shadow impact on Damrosch Park and the Grove. In the absence of mitigation measures, the increase in shadows would be considered an unavoidable significant adverse impact on Damrosch Park and the Grove. For St. Paul the Apostle Church, provision of alternative lighting would be a potential mitigation measure. But in the absence of mitigation, this would remain an unavoidable adverse impact.



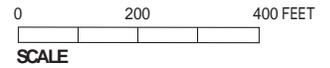
- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site



**Figure 27-10**  
**Shadows - Full Buildout**  
**March 21 / Sept. 21 - 12:00 PM EDT**



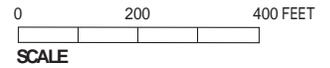
- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site



**Figure 27-11**  
**Shadows - Full Buildout**  
**March 21 / Sept. 21 - 2:00 PM EDT**



- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site



**Figure 27-12**  
**Shadows - Full Buildout**  
**March 21 / Sept. 21 - 4:30 PM EDT**



- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site

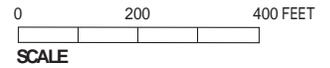
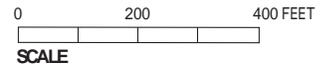


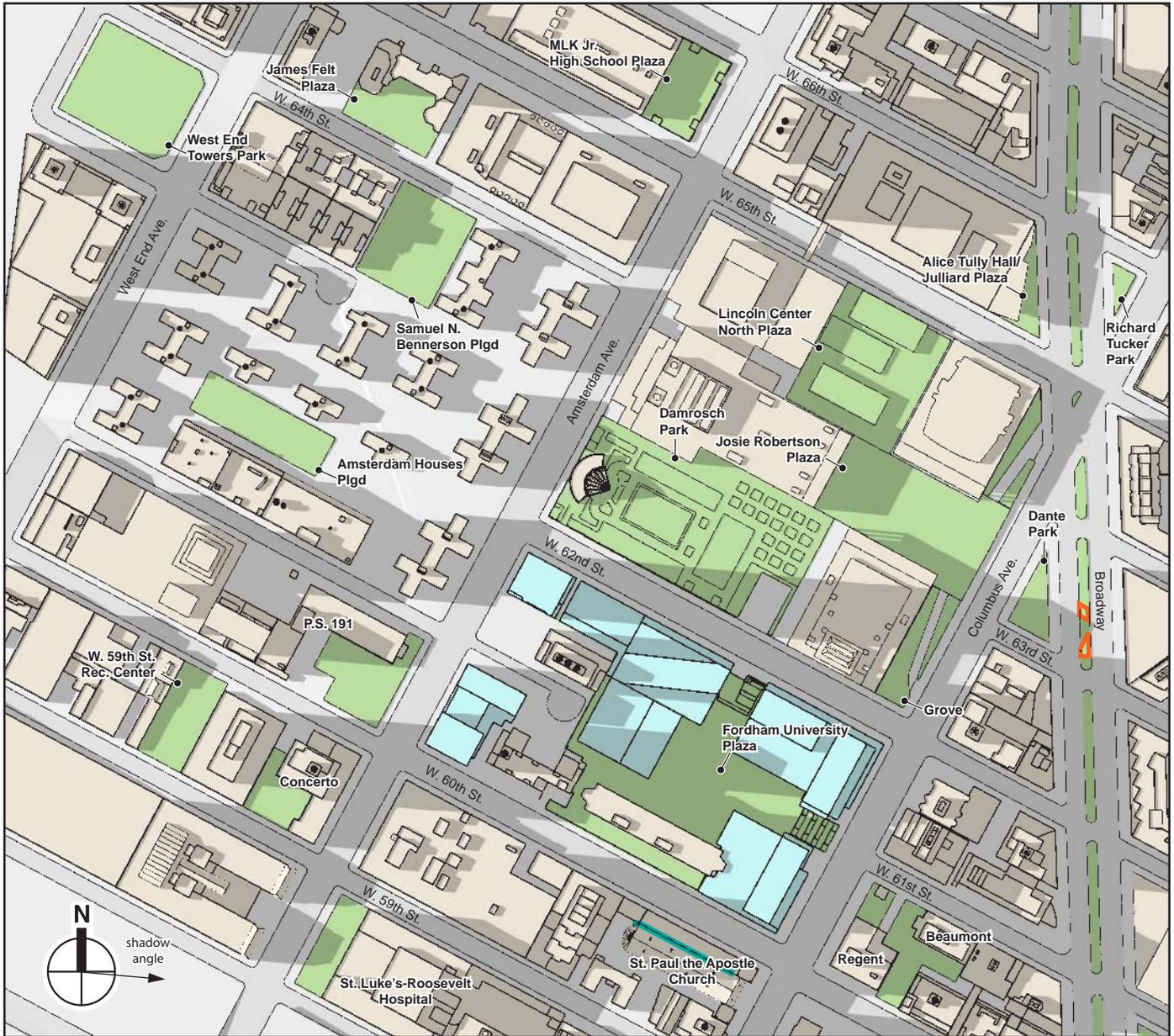
Figure 27-13  
Shadows - Full Buildout  
June 21 - 10:00 AM EDT



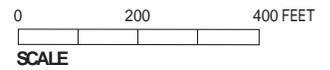
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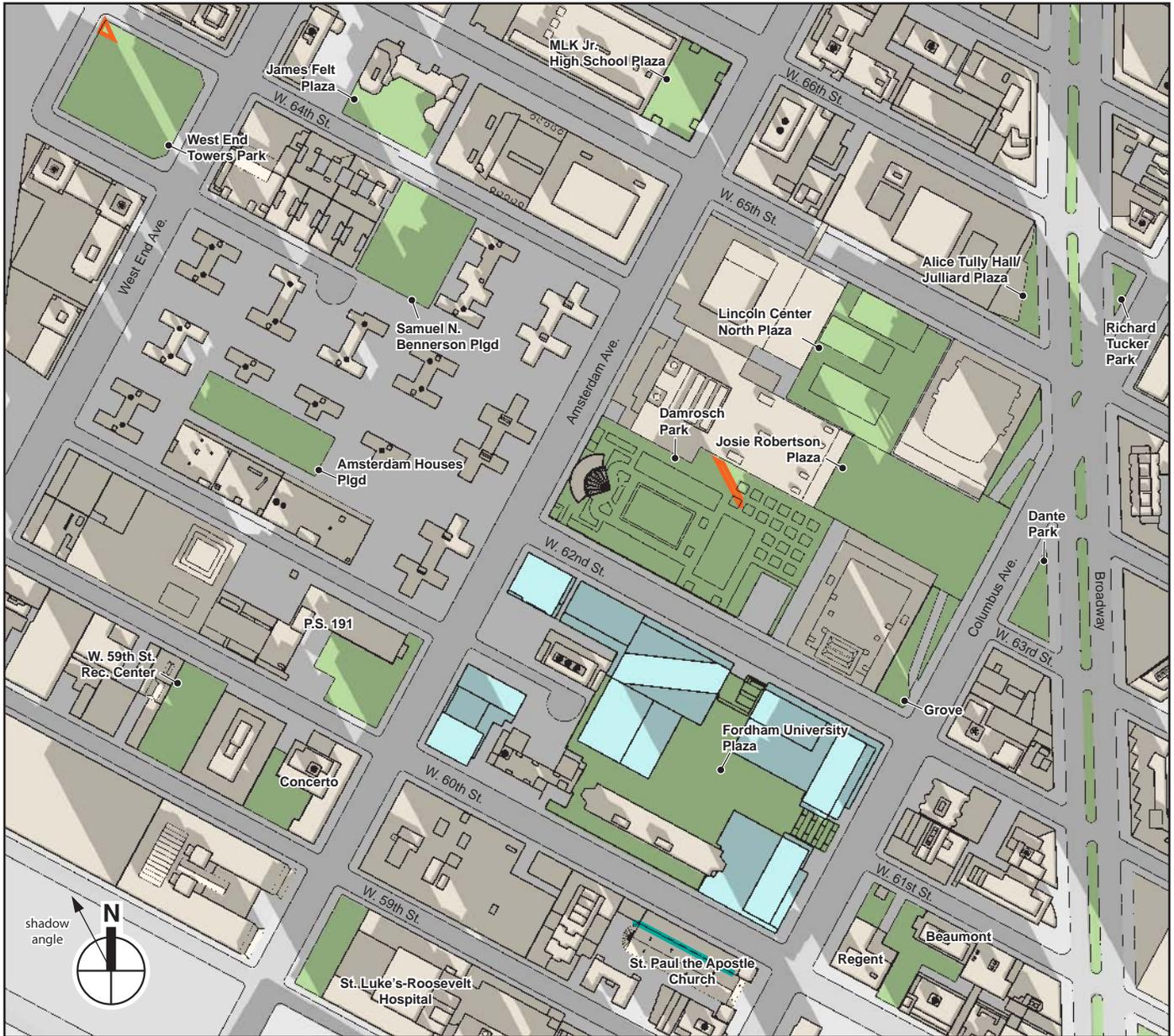
**Figure 27-14**  
**Shadows - Full Buildout**  
**June 21 - 2:00 PM EDT**



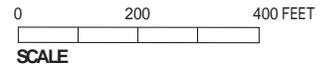
- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site



**Figure 27-15**  
**Shadows - Full Buildout**  
**June 21 - 5:30 PM EDT**



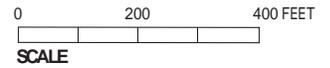
- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site



**Figure 27-16**  
**Shadows - Full Buildout**  
**December 21 - 10:00 AM EST**



- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site



**Figure 27-17**  
**Shadows - Full Buildout**  
**December 21 - 12:00 PM EST**



- Modified Project (Maximum Envelopes)
- Publicly-Accessible Open Space
- Reduction in Incremental Shadow Compared with Proposed Action (Max. Envelopes)
- Historic Church's Facade with Stained-Glass Windows Facing Project Site

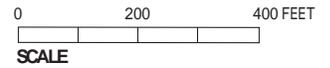


Figure 27-18  
Shadows - Full Buildout  
December 21 - 2:30 PM EST

## **HISTORIC RESOURCES**

Neither the proposed action nor the modified project would have significant adverse impacts on historic resources. There are no properties on the project site that are architecturally significant, and the site is not sensitive for archaeological resources. As with the proposed action, the modified project would not block significant views of any resource, significantly alter the visual setting of any resource, or introduce incompatible contextual elements to any resource's setting. A Construction Protection Plan would be implemented to protect resources within 90 feet of proposed construction activities.

As described in Chapter 6, "Shadows," the proposed action would result in significant adverse impacts to components of the Lincoln Center for the Performing Arts Historic District, specifically Damrosch Park and the planned Grove at Lincoln Center Plaza (a new feature not part of the original plan for Lincoln Center) in the 2032 analysis year. In addition, the proposed action would cast an incremental shadow on some of the north façade of the Church of St. Paul the Apostle and its stained-glass windows, causing a significant adverse impact.

As described in the preceding section, "Shadows," the modified project would result in the same significant adverse shadow impacts as the proposed action; however, the smaller extent of incremental shadow at certain times of day would reduce the degree of the impacts on both Damrosch Park and the Grove. As with the proposed action, the modified project would result in a significant adverse shadow impact to some of the clerestory windows along the north façade of St. Paul the Apostle Church on the morning of the June 21 analysis day.

## **URBAN DESIGN AND VISUAL RESOURCES**

As described in Chapter 8, "Urban Design and Visual Resources," the proposed action is not expected to have significant adverse impacts on the urban design and visual resources of the study area. Nonetheless, Fordham and its design team have continued to explore—with the input of the lead agency, elected officials, Community Board 7 and others—potential refinements to the design of the campus superblock. In terms of urban design, these changes, as described above, would result in shorter buildings with different setbacks, less floor area, and reduced maximum building envelopes. There would also be wider sidewalks and increased transparency at the ground floor level.

As with the proposed action, buildings under the modified project would be constructed on an existing superblock and would not alter the block form and street pattern or the street hierarchy of the project site or the study area. The building bulk with the proposed modifications would still be greater than some buildings in the area, but would be less than that with the proposed action. In either case, the building uses and types would be similar to what is found in the area.

Although Fordham's academic and dormitory buildings would be taller than most other institutional uses in the area, they would still be comparable in terms of height to numerous tall residential and mixed-use buildings in the study area. As with the proposed action, the modified project would not block significant views of any visual resources or obstruct important views and view corridors. In addition, either the proposed action or the modified project would require a special permit, which includes waivers of certain height, setback, court, and minimum distance requirements. However, with the proposed modifications, these waivers would be to a lesser extent. As with the proposed action, as part of its findings for approval of the requested Special Permit pursuant to Section 82-33, CPC must find that the modifications facilitate good design. Overall, the proposed modifications would result in lower buildings and setbacks, less floor area,

and smaller building envelopes and, like the proposed action, would not have a significant adverse impact on urban design and visual resources.

### **NEIGHBORHOOD CHARACTER**

As described in Chapter 9, “Neighborhood Character,” the proposed action would not result in a significant adverse impact to neighborhood character. As described in the respective parts of this chapter, the modified project is expected to have effects that are the same or less than those anticipated for the proposed action, including the technical areas of land use, socioeconomic conditions, historic resources, urban design and visual resources, traffic, and operational noise. While full-build out of either the proposed action or the modified project would result in a number of significant traffic impacts and significant adverse pedestrian impacts at one crosswalk for both of the evening and pre-theater peak periods, these impacts could be mitigated and would not be expected to cause significant adverse impacts to neighborhood character. As described above, shadows would be somewhat less with the proposed modifications. Furthermore, no significant adverse impacts would result to neighborhood character due to the cumulative effect of moderate changes in the above impact categories. Overall, like the proposed action, the modified project would have no significant adverse impacts to neighborhood character.

### **NATURAL RESOURCES**

Fordham’s Lincoln Center campus comprises most of a two-block area on the Upper West Side of Manhattan. This area of the city is fully developed and has limited potential to provide unique habitat for noteworthy wildlife. Overall, as with the proposed action, the modified project does not have the potential to result in significant adverse impacts to natural resources.

### **HAZARDOUS MATERIALS**

Hazardous materials conditions would be the same with either the proposed action or the modified project. To avoid significant adverse hazardous materials impacts, remedial measures would be undertaken during excavation required for the first phase of construction and during excavation and demolition required for the second phase of construction.

For proposed soil disturbance areas where a Phase II Subsurface Investigation has not been conducted, a Phase II (including the collection of soil and groundwater samples) would be conducted prior to any soil disturbance to determine whether contamination is present. Where applicable, the scope of the Phase II would be biased toward potential sources of contamination, such as tanks or historical uses of concern. Further, the scope would be reviewed and approved by the New York City Department of Environmental Protection (DEP) prior to its implementation.

All subsurface soil disturbances would be performed in accordance with a Remedial Action Plan (RAP)/Construction Health and Safety Plan (CHASP). The RAP would provide for the appropriate handling, stockpiling, testing, transportation and disposal of these materials in accordance with all applicable federal, state and local regulations. The CHASP would ensure that all such work is done in a manner protective of both human health and the environment. The RAP/CHASP for Sites 4, 5 and 5a has been submitted to DEP for review and approval. Similarly, RAPs/CHASPs for other areas to be disturbed would be submitted to DEP for review and approval prior to commencing subsurface disturbance. These measures would be implemented in accordance with a DEP-approved Restrictive Declaration.

With these measures in place, significant adverse impacts related to hazardous materials would be avoided during and after construction.

### **INFRASTRUCTURE**

Neither the proposed action nor the modified project would exceed any of the CEQR thresholds for a detailed analysis of infrastructure systems; therefore, there would be no potential for significant adverse impacts on infrastructure.

Like the proposed action, the modified project has the potential to increase the amount of land with impervious surfaces and decrease the amount with pervious surfaces, which would increase the volume of runoff. However, before any new building can be connected to the sewer system, DEP must issue a sewer connection permit. As part of the sewer permitting processes, DEP does not allow increases in the intensity of stormwater flows into its system. Thus, neither the proposed action nor the modified project would lead to an increase in runoff into the combined sewer system.

### **SOLID WASTE AND SANITATION SERVICE**

Neither the proposed action nor the modified project would exceed any of the CEQR thresholds for a detailed analysis of solid waste and sanitation services; therefore, there would be no potential for significant adverse impacts on solid waste and sanitation services.

### **ENERGY**

Neither the proposed action nor the modified project would exceed CEQR thresholds for a detailed analysis of energy supply systems; therefore, there would be no potential for significant adverse impacts on energy.

### **TRAFFIC AND PARKING**

As mentioned in the beginning of this chapter, compared to the proposed action, the modified project would yield slightly less total program space than the proposed action but the same population increments over the future No Build conditions as the proposed action. The modified project would keep the 68-space garage A, eliminate Garage B (155 and 265 spaces in 2014 and 2032, respectively), and reallocate up to half of the spaces in 137-space garage C from accessory condominium parking to Fordham faculty and staff use. For the proposed action, the provision of discounted on-site parking for Fordham faculty and staff was expected to induce a percentage of those who currently take public transit to drive to campus. With the modified project, the reduction in parking would mean that there would not be adequate on-campus supply to fully incentivize a shift of faculty and staff travel from transit to auto. Hence, it was assumed that the faculty and staff auto share would remain at 15.3 percent instead of increasing to 24.2 percent as under the proposed action. As a result, compared to the proposed action, the modified project would, in general, result in lower incremental traffic volumes and vehicle delays at the study area intersections.

Table 27-3 compares total university-based project increments in 2014 and 2032 for the proposed action and the modified project. The 2014 AM, midday, and pre-theater peak hour project-generated increments would be below 50 vehicle trips, the CEQR threshold for requiring a detailed traffic analysis. Hence, no significant adverse traffic impacts would be expected for these time periods.

Table 27-3

Comparison of University-Based Vehicle Trip Increments

Build Year	Peak Hour	Proposed Action									Modified Project								
		Auto		Taxi		Delivery		Total			Auto		Taxi		Delivery		Total		
		In	Out	In	Out	In	Out	In	Out	Total	In	Out	In	Out	In	Out	In	Out	Total
2014	AM	22	5	2	2	2	2	26	9	35	7	5	2	2	2	2	11	9	20
	MD	32	26	5	5	2	2	39	33	72	13	11	5	5	2	2	20	18	38
	PM	13	41	12	12	2	2	27	55	82	10	15	12	12	2	2	24	29	53
	PT	7	17	6	6	0	0	13	23	36	7	8	6	6	0	0	13	14	27
2032	AM	32	8	5	5	9	9	46	22	68	13	8	5	5	9	9	27	22	49*
	MD	43	36	9	9	7	7	59	52	111	22	18	9	9	7	7	38	34	72
	PM	25	59	23	23	5	5	53	87	140	22	28	23	23	5	5	50	56	106
	PT	20	33	14	14	0	0	34	42	81	19	23	14	14	0	0	33	37	70

**Notes:** \* The 49 vehicle-trip increment, when converted to passenger car equivalents (PCE's), would exceed the 50 vehicle-trip CEQR Technical Manual threshold for a detailed analysis.

As described in Chapter 15, “Traffic and Parking,” the proposed action would result in significant adverse traffic impacts in the 2014 midday and PM peak hours and in the 2032 AM, midday, PM, and pre-theater peak hours at the intersections listed below.

*2014 MIDDAY PEAK HOUR*

- Amsterdam Avenue and West 60th Street
- Ninth Avenue and West 57th Street

*2014 PM PEAK HOUR*

- Columbus Avenue and West 60th Street

*2032 AM PEAK HOUR*

- Amsterdam Avenue and West 60th Street

*2032 MIDDAY PEAK HOUR*

- Amsterdam Avenue and West 60th Street
- Ninth Avenue and West 57th Street

*2032 PM PEAK HOUR*

- Tenth Avenue and West 57th Street
- Ninth Avenue and West 57th Street
- Columbus Avenue and West 60th Street
- Columbus Avenue and West 62nd Street

*2032 PRE-THEATER PEAK HOUR*

- Tenth Avenue and West 57th Street
- Ninth Avenue and West 57th Street
- Broadway/Columbus Avenue and West 65th Street

Due to the modified project's lower auto share—which would result in lower incremental traffic volumes and vehicle delays than the proposed action—impacts with the modified project are expected to be lower in magnitude or eliminated (see Appendix G, “Modified Project Implications on Transportation”). The 2014 midday peak hour impacts identified under the proposed action would be eliminated due to increments below CEQR thresholds under the modified project. During the other time periods (2014 PM, and 2032 AM, midday, PM, and pre-theater peak hours), projected impacts would be reduced or eliminated. Unlike the proposed action, the modified project would not have significant adverse impacts at the following locations and times:

*2014 MIDDAY PEAK HOUR*

- Amsterdam Avenue and West 60th Street
- Ninth Avenue and West 57th Street

*2032 MIDDAY PEAK HOUR*

- Amsterdam Avenue and West 60th Street

*2032 PM PEAK HOUR*

- Tenth Avenue and West 57th Street
- Columbus Avenue and West 62nd Street

The number of intersections experiencing significant impacts would be lower with the modified project than with the proposed action—with 5 intersections experiencing significant impacts under the modified project versus 6 with the proposed action. There would also be fewer movements with significant adverse impacts under the modified project, with 10 impacted movements under the modified project versus 14 with the proposed action. However, at Amsterdam Avenue and West 60th Street in the 2032 AM peak hour (where an eastbound impact has been identified for the proposed action) there would also be a westbound right-turn impact with the modified project. This westbound impact would not occur under the proposed action.

The mitigation measures recommended for the proposed action would similarly mitigate the significant adverse impacts of the modified project. Table 27-4 presents the No Build, Build, and mitigated Build levels of service analysis results at intersections where the modified project is expected to result in significant adverse traffic impacts and Table 27-5 summarizes the recommended mitigation measures for the modified project.

The modified project would result in slightly higher area-wide off-street parking utilization levels in both 2014 and 2032 due to the higher faculty and staff and condominium parking demand that would be exerted onto off-street parking facilities in the area. However, although the modified project would yield a higher demand of the area's parking resources than would the proposed action, both would result in lower overall area parking utilization than the future without the proposed actions (see Appendix G, “Modified Project Implications on Transportation”). Therefore, both the proposed action and the modified project would result in no significant adverse impacts to area parking facilities.

**Table 27-4**  
**Comparison of No Build, Build, and Mitigated Build Conditions Level of Service Analysis for the Modified Project**

Build Year / Peak Hour	Intersection/ Approach	No Build				Build			Mitigated Build				
		Lane Group	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	Lane Group	V/C Ratio	Delay (sec)	LOS	
2014 PM	<b>Columbus Avenue and West 60th Street</b>												
	Eastbound	R	0.98	77.1	E	1.00	82.1	F +	R	0.97	72.1	E	
	Westbound	L	0.66	35.5	D	0.66	35.1	D	L	0.63	33.0	C	
		LT	0.67	34.0	C	0.66	33.6	C	LT	0.64	31.8	C	
	Southbound	TR	0.73	11.7	B	0.74	11.8	B	TR	0.75	12.8	B	
	Intersection			22.5	C		23.1	C			22.5	C	
2032 AM	<b>Amsterdam Avenue and West 60th Street</b>												
	Eastbound	LT	1.06	93.5	F	1.08	98.5	F+	LT	1.04	85.4	F	
	Westbound	R	0.88	56.4	E	0.93	63.7	E+	R	0.89	55.7	E	
	Northbound	T	0.57	10.3	B	0.58	10.3	B	T	0.59	11.1	B	
		R	0.57	19.0	B	0.58	19.3	B	R	0.60	20.6	C	
	Intersection			30.1	C		32.0	C			29.6	C	
2032 Midday	<b>Ninth Avenue and West 57th Street</b>												
	Eastbound	T	0.87	46.9	D	0.87	46.9	D	T	0.87	46.9	D	
		R	0.85	71.3	E	0.85	71.3	E	R	0.85	71.3	E	
	Westbound	DefL	1.17	125.4	F	1.17	125.4	F	DefL	1.17	125.4	F	
		T	1.27	155.9	F	1.27	158.6	F	T	1.27	158.6	F	
Southbound	LTR	1.30	166.8	F	1.30	170.2	F +	LT	1.07	73.1	E		
								R	1.06	109.7	F		
	Intersection			138.4	F		140.8	F			93.1	F	
2032 PM	<b>Ninth Avenue and West 57th Street</b>												
	Eastbound	T	0.89	50.4	D	0.89	50.4	D	T	0.85	45.2	D	
		R	0.75	58.6	E	0.75	58.6	E	R	0.71	53.4	D	
	Westbound	DefL	1.00	70.8	E	1.00	70.8	E	DefL	0.98	63.1	E	
		T	1.25	147.6	F	1.26	150.0	F +	T	1.23	137.3	F	
	Southbound	L	0.68	35.9	D	0.71	37.2	D	L	0.73	40.4	D	
		T	0.92	36.5	D	0.93	37.4	D	T	0.96	42.8	D	
		R	0.67	36.6	D	0.69	37.6	D	R	0.71	40.6	D	
		Intersection			65.2	E		66.1	E			64.6	E
		<b>Columbus Avenue and West 60th Street</b>											
Eastbound	R	1.05	95.6	F	1.08	104.6	F +	R	1.04	91.8	F		
Westbound	L	0.71	38.4	D	0.72	38.7	D	L	0.69	36.1	D		
	LT	0.72	36.6	D	0.74	37.8	D	LT	0.72	35.4	D		
Southbound	TR	0.79	12.9	B	0.80	13.2	B	TR	0.82	14.4	B		
	Intersection			25.7	C		27.1	C			26.2	C	
2032 Pre-Theater	<b>Tenth Avenue and West 57th Street</b>												
	Eastbound	DefL	1.46	291.7	F	1.48	296.7	F	LT	1.05	79.9	E	
		T	0.99	67.1	E	0.99	67.1	E					
	Westbound	TR	1.16	111.0	F	1.17	115.0	F +	T	0.71	26.9	C	
									R	0.91	58.2	E	
	Northbound	LTR	1.01	38.5	D	1.01	39.4	D	LTR	1.01	39.4	D	
		Intersection			68.3	E		70.2	E			44.1	D
		<b>Ninth Avenue and West 57th Street</b>											
	Eastbound	T	0.89	50.4	D	0.89	50.4	D	T	0.85	45.2	D	
		R	0.96	95.8	F	0.96	95.8	F	R	0.92	83.3	F	
	Westbound	DefL	0.94	57.6	E	0.94	57.6	E	DefL	0.92	51.2	D	
		T	1.24	144.3	F	1.25	148.3	F +	T	1.22	136.2	F	
	Southbound	LTR	1.20	124.2	F	1.21	128.9	F +	LT	1.01	52.4	D	
								R	1.07	107.7	F		
	Intersection			110.3	F		113.7	F			73.2	E	
	<b>Broadway, Columbus Avenue* and West 65th Street</b>												
Eastbound	TR	0.84	44.2	D	0.85	44.3	D	TR	0.85	44.3	D		
	R	0.61	42.5	D	0.61	42.5	D	R	0.61	42.5	D		
Northbound	TR	1.01	65.3	E	1.01	64.7	E	TR	1.01	64.7	E		
Southbound	T	1.17	119.0	F	1.17	120.1	F	T	1.17	120.1	F		
Southbound*	L	0.72	42.7	D	0.72	42.7	D	L	0.72	42.7	D		
	T	1.22	138.7	F	1.23	141.7	F +	T	1.17	115.7	F		
	Intersection			98.8	F		100.1	F			91.8	F	

Notes: L = Left Turn; T = Through; R = Right Turn; DefL = Defacto Left Turn; + Significant Traffic Impact.

**Table 27-5  
Recommended Mitigation Measures for the Modified Project**

Build Year	Intersection	Mitigation Measure			
		AM Peak Hour	Midday Peak Hour	PM Peak Hour	Pre-Theater Peak Hour
2014	Columbus Avenue & West 60th Street	Not required	Not required	Shift 1 second of green time from SB to EB/WB	Not required
2032	Tenth Avenue & West 57th Street	Not required	Not required	Not required	Daylight north curb lane on westbound approach for 100 feet to create exclusive right-turn lane
	Amsterdam Avenue & West 60th Street	Shift 1 second of green time from NB to EB/WB	Not required	Not required	Not required
	Ninth Avenue & West 57th Street	Not required	Daylight west curb lane on southbound approach for 100 feet to create exclusive right-turn lane	Shift 1 second of green time from SB to EB/WB	Daylight west curb lane on southbound approach for 100 feet to create exclusive right-turn lane and shift 1 second of green time from SB to EB/WB
	Columbus Avenue & West 60th Street	Not required	Not required	Shift 1 second of green time from SB to EB/WB	Not required
	Broadway/Columbus Avenue & West 65th Street	Not required	Not required	Not required	Extend No Standing 7 AM–7 PM regulation to 8 PM along the west curb of the SB Columbus Avenue approach.

**TRANSIT AND PEDESTRIANS**

The modified project and its differences in mode choice would result in up to 20 percent more transit riders in the peak hours analyzed. These moderate differences, when distributed among the various bus and subway lines and station elements serving the study area would not, as with the proposed action, result in any significant adverse transit impacts.

As described in Chapter 16, “Transit and Pedestrians,” the proposed action would result in a significant adverse pedestrian impact at the north crosswalk of the Columbus Avenue and West 60th Street intersection in the 2032 PM and pre-theater peak hours. Due to the increase in faculty and staff subway and bus riders and increased numbers of faculty and staff and condominium residents walking to and from area garages, the modified project would also result in a slight increase in pedestrian traffic over the proposed action (see Appendix G, “Modified Project Implications on Transportation”). These relatively small increases would not yield substantially different service levels, greater impacts or new impacted locations when compared to the proposed action. Furthermore, the measures identified for mitigating the significant adverse impacts at the north crosswalk of the Columbus Avenue and West 60th Street intersection in the 2032 PM and pre-theater peak hours under the proposed action would similarly mitigate those for the modified project.

## **AIR QUALITY**

Indirect impacts are caused by potential emissions from mobile sources (i.e., vehicle trips generated by the project). A micro-scale analysis of affected roadway intersections would be required if the level of project generated traffic were to exceed regulatory thresholds. However, with either massing option of the modified project, as with the proposed action, the number of project generated vehicles would be under thresholds for environmental analysis (i.e., 75 peak hour trips for mid-town Manhattan) established in the *CEQR Technical Manual*. Therefore, there is no potential for indirect impacts from mobile sources with either the proposed action or the modified project.

Compared to the proposed action, the modified project would result in the same number of buildings but with less development floor area than the proposed action (See Section C “Description of Proposed Modifications”). Therefore, the modified project, which would be smaller, would result in less overall air emissions from building heating boilers. The results of the modeling analysis for the combined impacts of all development sites demonstrated that the proposed action (with higher emissions) would comply with the NAAQS for NO<sub>2</sub> at receptors placed both within and outside the Fordham campus boundaries. However, given the lower heights of the new buildings with the modified project, it is possible that there could be different results from that of the proposed action (i.e., potentially higher pollutant concentrations at some modeled receptor points). Therefore, using the same methodology presented in Chapter 17 “Air Quality Chapter,” an analysis of impacts from the modified project was performed.

The modified project includes two massing options—Option 1 and Option 2. Option 1 has the lower building heights of the two scenarios. Since lower building heights could potentially have greater effects on offsite receptors, Option 1 was selected for the worst case analysis. The two design options for Site 3/3A (included in the air quality analysis for the proposed action) are also reflected in the modified project. Because the EIS results demonstrate that the two-tower option for Site 3/3A would have the greatest impacts overall, this analysis of the modified project includes the lower massing option combined with the Site 3/3A two-tower option. As with the proposed action, stack locations for the modified project would be controlled through the Restrictive Declaration and ULURP drawings.

### *HVAC EQUIPMENT: CUMULATIVE SOURCE ANALYSIS*

#### *Offsite Receptors*

The maximum predicted concentration (of either Phase I or Phase II) of any offsite receptor for NO<sub>2</sub> is presented in Table 27-6 along with background concentrations obtained from a nearby New York State Department of Environmental Conservation (NYSDEC) monitoring station. The maximum concentration was equal to 1.84 µg/m<sup>3</sup> and was located at a receptor placed on the façade of The Alfred. The sources for this impact analysis included only the proposed project sources. As indicated in the table, the results of the modeling analysis for the combined impacts from all Fordham project development sites with the proposed modifications demonstrates compliance with the NAAQS for NO<sub>2</sub> at receptors placed on the facades of offsite buildings. Based on the results of the analysis, the buildings developed with the proposed modifications would not result in any significant adverse air quality impacts in surrounding neighborhoods.

**Table 27-6**

**Combined Impacts of the Fordham Campus Development Sites  
Maximum Predicted Offsite Pollutant Concentration ( $\mu\text{g}/\text{m}^3$ )**

Pollutant	Averaging Period	Concentration Due to Stack Emissions	Maximum Background Concentration*	Total Concentration	Air Quality Standard
NO <sub>2</sub>	Annual	1.84	71.5	73.3	100
<b>Note:</b> * Background concentrations are from NYSDEC monitoring data.					

#### *Development Site Receptors*

The maximum predicted concentration of any onsite receptor (i.e., those placed on the facades of the proposed project buildings) for NO<sub>2</sub> is presented in Table 27-7 along with background concentrations obtained from a nearby NYSDEC monitoring station. The maximum concentration was equal to 11.4  $\mu\text{g}/\text{m}^3$  and was located at Site 1. The sources for this impact analysis include the proposed project sources as well as existing offsite sources. As indicated in the table, the results of the modeling analysis for the combined impacts on all Fordham project development sites with the proposed modifications demonstrates compliance with the NAAQS for NO<sub>2</sub> at receptors placed on the development sites. Based on the results of the analysis, the development of the proposed project buildings under the modified project would not result in any significant adverse air quality impacts.

**Table 27-7**

**Cumulative Impacts of the Fordham Campus Development Sites and Offsite  
Sources—Maximum Predicted Onsite Pollutant Concentrations ( $\mu\text{g}/\text{m}^3$ )**

Pollutant	Averaging Period	Concentration Due to Stack Emissions	Maximum Background Concentration*	Total Concentration	Air Quality Standard
NO <sub>2</sub>	Annual	11.4	71.5	82.9	100
<b>Note:</b> * Background concentrations are from NYSDEC monitoring data.					

#### **NOISE**

As described above, the proposed modifications would result in the development of less gross square feet than would the proposed action. This reduced development program would result in a small decrease in the amount of project-generated vehicular trips compared to the proposed action. As detailed in Chapter 18, "Noise," the proposed action is not expected to result in a significant adverse noise impact at any location near and/or adjacent to the project site. Consequently, the project including the proposed modifications would have less project-generated vehicular trips than the proposed actions and would therefore not be expected to result in a significant adverse noise impact.

#### **CONSTRUCTION**

Construction activities for the modified project would be substantially the same as those for the proposed action. Buildings would be built in the same order and phasing, although with the modified project the construction schedule might be slightly shorter due to the smaller buildings.

As with the proposed action, described in Chapter 19, “Construction,” construction of the buildings with the modified project is not expected to cause significant adverse impacts on land use, zoning, and public policy; socioeconomic conditions; open space; community facilities; shadows; urban design and visual resources; neighborhood character; infrastructure; solid waste and sanitation services; energy; or transit and pedestrians.

For the analysis areas listed below, further evaluation of conditions during construction were warranted:

#### *HISTORIC RESOURCES*

As with the proposed action, a Construction Protection Plan would be developed and submitted to the New York City Landmarks Preservation Commission (LPC) for review and approval. The Construction Protection Plan would protect off-site historic buildings that are located within 90 feet of the construction.

#### *HAZARDOUS MATERIALS*

As with the proposed action, to avoid adverse impacts, remedial measures would be undertaken during excavation required for the first phase of construction and during excavation and demolition required for the second phase of construction. As described above under “Hazardous Materials,” these measures would include Phase II investigations for areas not already tested and performing soil-disturbing work in accordance with DEP-approved RAPs/CHASPs.

#### *TRAFFIC*

As with the proposed action, the modified project would result in one significant adverse traffic impact from peak 2011 construction in Phase I during the early afternoon peak traffic hour. In 2021, significant adverse traffic impacts at one intersection and five intersections could occur during the early afternoon and afternoon peak traffic hours, respectively. In 2031, significant adverse impacts at two intersections and five intersections could occur during the early afternoon and afternoon peak traffic hours, respectively.

Unlike the proposed action, however, the modified project would not require mitigation measures for the 2014 midday peak hour (see Appendix G, “Modified Project Implications on Transportation”). It would also not require mitigation measures at a few intersections during the 2032 midday and PM peak hours that would otherwise be required with the proposed action. Therefore, mitigating the construction-related traffic impacts would require an early implementation of either mitigation measures recommended for the modified project or those previously identified under the proposed project. In addition, as with the proposed project, variations of these measures, such as the additional two or three-second shift in green time at two locations during the 2021 and 2031 construction analysis years, have been identified. The need for these variations on proposed mitigation measures would be determined by NYCDOT during those years. Table 27-8 summarizes the mitigation measures recommended for the construction-related traffic impacts under the modified project.

Table 27-8

**Recommended Traffic Mitigation Measures for Construction of the Modified Project**

Build Year	Intersection	Mitigation Measure		
		6–7 AM Peak Hour	3–4 PM Peak Hour	5–6 PM Peak Hour
2011	Ninth Avenue & West 57th Street	Not required	Daylight west curb lane on southbound approach for 100 feet to create exclusive right-turn lane	Not required
2021	Tenth Avenue & West 57th Street	Not required	Not required	Shift 1 second of green time from northbound to eastbound/westbound
	Amsterdam Avenue & West 62nd Street	Not required	Not required	Shift 1 second of green time from northbound to westbound
	Ninth Avenue & West 57th Street	Not required	Daylight west curb lane on southbound approach for 100 feet to create exclusive right-turn lane	Shift 1 second of green time from southbound to eastbound/westbound
	Columbus Avenue & West 60th Street	Not required	Not required	Shift 1 second of green time from southbound to eastbound/westbound
	Columbus Avenue & West 62nd Street	Not required	Not required	Shift 4 seconds of green time from southbound to eastbound/westbound
2031	Tenth Avenue & West 57th Street	Not required	Not required	Shift 3 seconds of green time from northbound to eastbound/westbound
	Amsterdam Avenue & West 62nd Street	Not required	Not required	Shift 2 seconds of green time from northbound to westbound
	Ninth Avenue & West 57th Street	Not required	Daylight west curb lane on southbound approach for 100 feet to create exclusive right-turn lane; shift 1 second of green time from southbound to eastbound/westbound	Shift 1 second of green time from southbound to eastbound/westbound
	Columbus Avenue & West 60th Street	Not required	Shift 1 second of green time from southbound to eastbound/westbound	Shift 1 second of green time from southbound to eastbound/westbound
	Columbus Avenue & West 62nd Street	Not required	Not required	Shift 4 seconds of green time from southbound to eastbound/westbound

*AIR QUALITY*

Like the proposed action, the modified project is not expected to have significant adverse impacts on air quality from construction equipment and trucks. In order to prevent significant adverse impacts, the same measures required for New York City-sponsored projects under Local Law 77 of 2005 would be implemented. Similarly, with either the proposed action or the modified project a Restrictive Declaration would be prepared as part of the approval that binds Fordham to all construction mitigation measures. In addition, early electrification and special placement of construction equipment are required.

*NOISE*

As with the proposed action, the modified project is expected to result in significant adverse noise impacts at four locations during Phase I construction. During Phase 2, construction

activities would not be expected to result in significant noise impacts at any sensitive receptor locations.

As with the proposed action, during Phase 1, construction activities would be expected to result in significant noise impacts at the following locations:

- Receptor A1 (the north façade of The Alfred) at locations that have a direct line-of-sight to construction sites, from the 10th floor to the top residential floor during the years 2009 through 2010. The maximum predicted increase in noise levels at the Receptor A1 significant noise impact locations was 11.0 dBA and would be expected to occur at the 10th floor in 2009;
- Receptor A2 (the east façade of The Alfred) at locations that have a direct line-of-sight to construction sites, from the third floor to the 30th floor during the years 2009 through 2010. The maximum predicted increase in noise levels at Receptor A2 was 16.7 dBA and would be expected to occur at the 15th floor in 2010;
- Receptor A3 (the north façade of The Alfred) at locations that have a direct line-of-sight to construction sites, from the third floor to the top residential floor during the years 2009 through 2010. The maximum predicted increase in noise levels at Receptor A3 was 14.0 dBA and would be expected to occur at the fifth floor in 2009; and
- Receptor A4 (the north façade of The Alfred) at locations that have a direct line-of-sight to the construction sites, from the third floor to the top residential floor during the years 2009 through 2010 and from the third floor through the 25th floor during the years 2009 through 2011. The maximum predicted increase in noise levels at Receptor A4 was 14.5 dBA and would be expected to occur at the 20th floor in 2010.

The only residential location where significant noise impacts are predicted to occur is at the Alfred, which has double-glazed windows and central air conditioning (i.e., alternative ventilation). Consequently, even during warm weather conditions, interior noise levels would be approximately 30-35 dBA less than exterior noise levels. The double-glazed windows and alternative ventilation at this residential structure would provide a significant amount of sound attenuation, and would result in interior noise levels during much of the time that are below 45 dBA  $L_{10}$  (the CEQR acceptable interior noise level criteria). However, at the terraces on all four façades of The Alfred, the highest  $L_{10(1)}$  noise levels would range from approximately 76 to 82 dBA during some peak periods of construction activity. Even though this residence has double-glazed windows and alternative ventilation (i.e., central air conditioning) which would reduce interior noise levels by approximately 30-35 dBA, during some limited daytime time periods construction activities would result in interior noise levels that would be above the 45 dBA  $L_{10}$  noise level recommended by CEQR for residences and result in significant adverse noise impacts.

In addition, while noise levels at the residential terraces at The Alfred currently exceed the CEQR acceptable range (55 dBA  $L_{10}$ ) for an outdoor area requiring serenity and quiet (see Appendix C.3 for existing noise levels at Receptors A, A1, A2, A3, and A4), during the weekday daytime time periods identified above when construction activities are predicted to significantly increase noise levels, construction activities would exacerbate these exceedances and result in significant adverse noise impacts at the terraces at The Alfred.

Consequently, like the proposed action the modified project would have unmitigated significant noise impacts at the locations specified above for limited periods of time.

*RODENT CONTROL*

As with the proposed action, the modified project would have construction contracts that include provisions for a rodent control program.

*PUBLIC HEALTH*

As with the proposed action, the modified project would not result in any significant adverse impacts to public health. As described above, compared to the proposed action, construction and operation of the modified plan would have the same or less potential for impacts in terms of air quality, noise, hazardous materials, and rodent control.

Neither the proposed action nor the modified project would result in significant adverse impacts to air quality from stationary source or mobile source emissions or from construction equipment and trucks. To prevent significant adverse air quality impacts during construction, the same mitigation measures would be implemented as for the proposed action.

As described above, operation of the modified project would not result in any significant adverse impacts to noise levels in the surrounding area. Although there would be noise impacts during construction at certain discrete locations, these predicted noise levels would be of limited duration, and the predicted overall changes in noise levels would not be large enough to significantly affect public health. Based upon the limited durations of these noise levels, the noise produced by construction activities would not result in a significant adverse public health impact. Therefore, as with the proposed action, no significant adverse health impacts from noise are expected from construction of the modified project.

To avoid adverse hazardous materials impacts, remedial measures would be undertaken during excavation required for the first phase of construction and during excavation and demolition required for the second phase of construction. With these measures in place, no significant adverse impacts from hazardous material on public health would be expected from construction activities related to the modified project.

As with the proposed action, construction contracts would include provisions for a rodent (mouse and rat) control program, with the contractor carrying out a maintenance program.

**E. CONCLUSIONS**

Overall, the analysis concludes that the proposed action including potential modifications would reduce significant adverse environmental impacts identified for the proposed action in the FEIS, including shadow impacts and traffic impacts. For traffic, while overall impacts would be reduced, one turning movement would experience a significant adverse impact that otherwise would not occur with the proposed action. For the other technical areas, the modified project would have the same impact conclusions as those with the proposed action. \*