

Yankee Stadium Project Environmental Impact Statement Draft Scope of Work

A. PROJECT DESCRIPTION

The New York City Department of Parks and Recreation (DPR) proposes to allow for the development of a new Yankee Stadium by the New York Yankees on portions of Macomb's Dam and John Mullaly Parks adjacent to the existing stadium site, located at East 161st Street and River Avenue in The Bronx (see Figure 1). The new, open-air stadium with a capacity for 54,000 spectators (53,000 seats and 1,000 standing spaces) would replace the existing, approximately 55,500-seat, outdated 82-year-old Yankee Stadium with one that can effectively accommodate a modern baseball team and provide greatly improved spectator and parking facilities. Although the interior of the new stadium would contain state-of-the-art facilities for players and spectators, the design would evoke both the 1923 and the existing stadiums, incorporating elements of both.

Parking for the existing stadium is insufficient, widely scattered, and has spilled over into the surrounding neighborhood. There are 7,079 parking spaces currently available in surface lots and garages within an approximate ½-mile radius of the existing stadium. The proposed project would displace approximately 1,270 parking spaces in existing lots, leaving 5,809 existing spaces available for the new stadium. The proposed project would also develop four new parking garages containing approximately 5,235 spaces, bringing the total to 11,044 spaces, which would support the parking need for the new stadium and avoid the spill over conditions that presently exist. Street-level non-destination retail could be developed in one of the parking garages for a total of approximately 19,000 gross square feet (gsf).

Overall, the proposed project would result in a net increase of approximately 6 acres of recreational parkland within the project area. As described further below, the project would require the alienation of certain areas of currently mapped parkland to allow for its disposition by DPR, through leases, for operation of the new Yankee Stadium and several new parking garages. Following that disposition, however, these areas would remain mapped parkland. In addition, new areas of mapped parkland would be created to provide additional new open space and to accommodate park facilities displaced by the new stadium and garages.

In particular, the new stadium and three of its parking garages would be built in portions of Macomb's Dam and John Mullaly Parks (both New York City parks) (see Figure 2). To replace the recreational facilities displaced by these structures, the proposed project would include the following elements (as illustrated on Figures 3 and 4).

A number of replacement recreational facilities would be developed atop two of the garages to be constructed within a portion of Macomb's Dam Park. In addition, new parkland and recreational facilities would be developed: (1) at the site of the existing stadium; (2) on parking lots surrounding the existing stadium; (3) at the site of three warehouse buildings along Exterior Street within the Bronx Terminal Market; and (4) as an esplanade on paved areas located along

the Harlem River waterfront. These latter two areas of replacement parkland would create new open space and ballfields along the Harlem River and would represent an important new community amenity that would serve the surrounding neighborhood and provide new public waterfront access.

In total, the proposed project would displace recreational facilities on approximately 22.06 acres of existing parkland (see Figure 2). Replacement facilities would be developed on 10.38 acres of that existing parkland, including the approximately 3 acres of Macomb's Dam Park currently used for accessory parking for Yankee Stadium. The proposed project would also create 17.59 acres of new parkland, including approximately 6 acres of new waterfront parkland. In total, the proposed project would result in the development of 27.97 acres of parkland (see Figure 4). This would be a net increase of 5.91 acres over existing conditions. (Approximately 15 acres of Macomb's Dam and John Mullaly Parks—the site of the proposed new stadium and a third garage—would remain as mapped parkland, but would contain no public recreational facilities and so are not counted in this tally.) The stadium, three of the four garages, and approximately half of the replacement recreational facilities would be completed by 2009. The full development of the replacement recreational facilities and parkland and the final garage would be completed by 2011.

Public actions required to permit the proposed project to go forward include disposition of City-owned property in the form of long-term leases, mapping actions to map new parks and demap portions of two streets (East 162nd Street and Ruppert Place), approval of a concession to operate tennis courts, a special permit for a public parking garage (not located on parkland), and State and City funding for the non-stadium portions of the proposed plan. Certain State and Federal permits may be required for activities in connection with construction of the waterfront park. Displacement of the recreational facilities that were rehabilitated and improved with funds from the Federal Land and Water Conservation Fund (LWCF) on portions of Macomb's Dam Park would be subject to Federal regulation under Section 6(f) of the Land and Water Conservation Fund Act.

The disposition, parkland mapping, approval of a concession, and parking garage special permit actions are subject to the City's Uniform Land Use Review Procedure (ULURP), and all of the actions require environmental review. DPR is the lead agency for the environmental review.

BACKGROUND

The existing stadium was constructed in its current location in 1923. Over the past 82 years, the stadium has undergone several expansions and renovations. The most extensive improvements were made approximately 30 years ago when the stadium was almost completely demolished and then rebuilt.

Notwithstanding the renovation, stadium operations have become severely constrained (see discussion below for details). Accordingly, other options were previously considered, including reconstruction of a stadium on the existing site and building a stadium in a different location. Several locations were evaluated but eliminated for various reasons, including the lack of mass transit and highway access. Reconstruction on the existing site was also considered; however, reconstruction was determined infeasible because of the limitations of the site and the consequent inability to provide a modern-day baseball facility. Reconstruction of the stadium on the existing site will be described in the Alternatives section of the environmental impact statement (EIS).

Retaining the existing stadium in its current condition will require considerable capital expenditures for repair, replacement, and maintenance so as to permit it to continue to function. The City is required to pay for those capital expenditures and a new stadium would avoid such costs.

The existing stadium is an outdated structure that cannot effectively accommodate a modern baseball team or provide the amenities, seating, or services required for a state-of-the-art baseball facility. Seats, aisles, and corridors for both spectators and players are too small and narrow. The steeply raked upper deck contains the majority of the seats, but has the fewest concessions and restroom facilities (due to severe space constraints). Kitchen space is not adequate to provide food and beverage service to the stands. Clubhouse and press accommodations are also insufficient to accommodate the needs of today's baseball teams and media coverage, especially during the playoffs. In addition, parking is insufficient and widely scattered. The problem has spilled over into the surrounding neighborhood and, as average attendance continues to increase, the situation will likely worsen. The proposed project would create a modern facility for the New York Yankees and their fans.

YANKEE STADIUM

The proposed project would include the development of a new open-air stadium with a capacity for 54,000 spectators (53,000 seats and 1,000 standing spaces) for the New York Yankees to replace the existing approximately 55,500-seat stadium. The proposed stadium would be located on the northern portion of Macomb's Dam Park and the southern portion of John Mullaly Park between River and Jerome Avenues. The stadium structure would extend from East 161st Street to the midblock between East 162nd and 164th Streets (see Figure 3). East 162nd Street between River and Jerome Avenues would be closed and mapped as parkland.

The proposed stadium would contain five levels. In addition to stadium seating, the levels would include concourses, restaurants, offices, media facilities, back of the house spaces, players' facilities, and other amenities. Monument Park, which contains plaques, monuments, and retired players' numbers at the existing stadium, would also be included in the proposed stadium. The new stadium would provide more comfortable spectator facilities, such as larger seats, aisles, and concourses. It would also improve viewing conditions by locating more seats closer to the field, as opposed to the current stadium where most seats are located in the upper decks. The proposed stadium would be fully ADA-compliant and contain state-of-the-art technology to manage modern security and safety issues. The proposed stadium would also contain marketing and function facilities that would be available during non-game times and during the off-season.

It is anticipated that the design of the new stadium would evoke both the 1923 and the existing stadium, incorporating elements of both. The playing field would be replicated with the same features, dimensions, and orientation of the existing stadium—the new stadium would contain a short right field porch and home plate would be oriented in the same geographic location. The new stadium's exterior would be evocative of the 1923 stadium. The maximum height of the proposed stadium would be approximately the same as the existing stadium—138 feet (see Figure 5).

TRANSPORTATION ELEMENTS

The transportation components of the proposed project have been designed to ease access to the stadium and to keep stadium operations from interfering with neighborhood activities. A plan to manage traffic and pedestrian flows at game time would be developed, and parking capacity has

been expanded to (1) reduce overflow parking on local streets and (2) generally reduce the walk from parking facilities to the stadium.

TRANSPORTATION MANAGEMENT PLAN

At the present time, the New York City Police Department (NYPD), in coordination with New York City Department of Transportation (NYCDOT) operates a transportation management plan during game days at Yankee Stadium. This includes certain street closings, use of NYPD traffic control officers, and other options to control the peak traffic conditions. As part of the proposed project, an equivalent management plan would be implemented and could include new at-grade controlled crossings and new pedestrian crosswalks in combination with temporary vehicular control devices. The specific management measures will be determined as part of the transportation analysis in the EIS.

PUBLIC PARKING

Four new parking garages would be developed on existing surface parking lots and parkland surrounding the new stadium. Parking for the new stadium would be available at existing lots (except for the two existing lots located at East 157th Street and River Avenue that would become new parkland) and garages and the proposed four new garages. In total, approximately 11,044 public parking spaces would be available for stadium patrons. It is anticipated that some of the new parking garages would also be available during non-game times for park users. Several of the parking garages would contain new roof-top recreation facilities and one garage could accommodate street-level retail; this is described in more detail below. The locations of the proposed parking garages are shown on Figure 6.

Parking Garage A would be a two-story garage located partially below-grade between East 157th and 161st Streets and Jerome Avenue and at the site of the existing stadium. The garage would accommodate approximately 2,391 spaces and new recreational facilities would be located on its roof. Two-way access would be available at two locations along East 157th Street and at one location at the Macomb's Dam Bridge Approach. The first level of Garage A would connect with the first level of Garage C, described below. Garage A would be located in the southern portion of Macomb's Dam Park, which currently contains recreational facilities and surface parking associated with Yankee Stadium.

Parking Garage B would be a split-level garage located south of East 164th Street at the northern end of the proposed stadium. The garage would accommodate approximately 800 spaces with one entire level located below-grade and four levels above-grade. Two-way access would be available at Jerome Avenue and River Avenue. Garage B would be located in the southern portion of John Mullaly Park.

Parking Garage C would be a three-story garage located west of East 161st Street between Jerome Avenue, Macomb's Dam Bridge Approach, and the Major Deegan Expressway. Macomb's Dam Bridge Approach is an elevated roadway and approximately 16 feet higher in elevation than East 161st Street to its northeast, 10 feet higher than Jerome Avenue to its northwest, and 12 feet higher than Ruppert Place to its south. The site of proposed parking Garage C is currently located in a portion of Macomb's Dam Park and contains a surface parking lot with access from East 161st Street—Macomb's Dam Bridge Approach is elevated above the existing parking lot. The proposed garage would accommodate approximately 994 spaces. New recreational tennis facilities would cover the entire garage roof. However, the tennis facilities would appear to be only one level above the street along Macomb's Dam Bridge

Approach. Due to the large grade change between East 161st Street and Macomb's Dam Bridge Approach, two-way access would be available from both the street level (Level 1) of the garage at East 161st Street and from the top level (Level 3) of the garage at the Macomb's Dam Bridge Approach. Garage C would be located in a portion of Macomb's Dam Park, west of Macomb's Dam Bridge Approach, which currently contains public surface parking associated with Yankee Stadium.

Parking Garage D would be a four-story, above-grade garage located south of the proposed stadium at East 151st Street between River Avenue and Gerard Avenue, which is not parkland. The garage would accommodate approximately 1,050 spaces and two-way access would be available at River Avenue and East 151st Street. Parking Garage D would extend over East 151st Street and provide four levels of parking on both the north and south sides of East 151st Street.

RECREATIONAL FACILITIES

As noted above, the new stadium and related new parking garages would occupy more than 22.06 acres of parkland containing recreational facilities (13 acres for the stadium and 9.06 acres for the garages), but would replace all the facilities and open space lost, and create a net increase in parkland acreage, as described below.

EXISTING FACILITIES

The proposed project would occupy the portion of Macomb's Dam Park north and south of East 161st Street and east of Jerome Avenue (18.26 acres), plus the southern portion of John Mullaly Park (3.8 acres) between East 162nd and East 164th Streets. Table 1 describes the existing recreational facilities in the parks that would be eliminated by the proposed project (see Figure 7 for the location of the existing facilities). Besides the facilities listed in Table 1, Macomb's Dam Park contains open areas, which are used for pick-up football games, ball tossing, etc., and a DPR District Headquarters Building, which also provides public restrooms. Several of the facilities in Macomb's Dam Park in the area north of East 161st Street were rehabilitated and improved in the early 1980s with funds from the LWCF.

Table 1
Recreational Facilities Proposed to be Displaced

Ref. No.	Recreational Facility	No. of Facilities
1	Tennis Courts: all 16 courts are open air in summer and 14 are covered in winter	16
2	Little League Baseball Field: 90-foot infield, overlapping outfield*	1
3	Running Track with Soccer Field and Spectator Stands*	1
4	Softball Field: 60-foot infield, overlapping outfield	1
5	Little League Field: 90-foot infield, overlapping outfield	1
6	Little League Baseball Field: 60-foot infield, overlapping outfield	1
7	Basketball Courts	2
8	Handball Courts: Macomb's Dam Park (24 courts) John Mullaly Park (8 courts)	32
Notes: See Figure 7. * Facilities rehabilitated with LWCF grant funding.		
Sources: DPR.		

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In addition to the use of parkland described above, proposed parking Garage C would be built in Macomb's Dam Park on a 3-acre site currently containing a parking lot.

In total, the proposed project would displace 16 tennis courts, 32 handball courts, two baseball fields, two basketball courts, and one of each of the following: softball field, little league field, and running track with a soccer field.

REPLACEMENT FACILITIES

To address the loss of existing recreational facilities, the proposed project would develop recreational facilities and create new parkland at the site of the existing stadium, on parking lots surrounding the existing stadium, and at the site of three warehouse buildings along Exterior Street that are used as wholesale food markets as part of the Bronx Terminal Market (Buildings G, H, and J) and on paved areas along the Harlem River waterfront. In total, the proposed project would displace recreational facilities on approximately 22.06 acres of parkland, replace the facilities on 10.38 acres of that parkland, including approximately 3 acres of Macomb's Dam Park currently used for parking and create 17.59 acres of additional parkland for a total of 27.97 acres of parkland containing replacement facilities (see Figure 4). This would be a net increase of 5.91 acres over existing conditions. (Approximately 15 acres of Macomb's Dam and John Mullaly Parks—the site of the proposed new stadium and the third garage—would remain as mapped park, but would contain no public recreational facilities and so are not counted in this tally). Table 2 describes the new replacement recreational facilities (see Figure 8 for the location of the new facilities). Ruppert Place would be demapped as a City street and mapped as parkland. A new pedestrian promenade, named Ruppert Plaza, would be located in a similar orientation as part of the parkland provided south of the new stadium.

Table 2
Proposed New Recreational Facilities

Ref. No.	Recreational Facility	No. of Facilities
1	Running Track with Soccer Field and Spectator Stands	1
2A	Little League Field: 60-foot infield	1
2B	Baseball Field: 90-foot infield	2
3	Softball Field: 60-foot infield	1
4A	Tennis Courts: open air in the summer and covered in the winter	14
4B	Tennis Courts: open air only	2
5	Basketball Court with stands	1
5A	Basketball Court	1
6	Handball Courts	9
7	Handball Courts	5
Notes: See Figure 8.		
Source: Based on plans by HOK SVE, April 2005.		

Although Figure 8 reflects DPR's current plan for the replacement of recreational facilities, it is DPR's intention to create a community-based plan, which provides recreational facilities equal in value to or better than those being replaced. To this end, DPR will undertake a broad community outreach program before deciding on a final plan for the new parkland and recreational facilities. This program will aim to create a consensus among the Community Board, elected officials, civic organizations, community groups, and the general public on the

programming and design of the new facilities and parkland. As it evolves, the proposed recreational plan will be analyzed in the final EIS, as appropriate.

As currently conceived, the new facilities would provide upgrades in amenities over existing facilities. For example, all of the existing ballfields have outfields that overlap with the adjacent ballfield. When games are held at the same time on adjacent fields, the outfield must be shared by each ballfield. Under the proposed project, all of the proposed ballfields would be spread apart and have separate outfields. The proposed project would also retain the ballfield of the existing Yankee Stadium and convert it to one of the replacement baseball fields. It is anticipated that the dugouts and portions of the field seating in the existing stadium may be retained for the replacement ballfield, while most of the existing stadium would be demolished.

The majority of the replacement facilities would be immediately adjacent to the new stadium. However, one little league field and one baseball field would be located along the waterfront, approximately ½-mile from the existing facilities. New open space would surround these waterfront ballfields. These ballfields and open space would be located on City-owned property associated with the Bronx Terminal Market (see Figure 8 for location of proposed recreational facilities and new parkland). The site currently contains paved areas and three partially occupied buildings (Bronx Terminal Market Buildings G, H, and J) that would be demolished to create the parkland. However, these buildings would be demolished as part of the proposed Gateway at Bronx Terminal Market Project, and as such will be considered in the analysis of the future without the proposed project. In addition to the replacement recreational facilities, the proposed project would also create a new Harlem River Esplanade along the waterfront. In total, the proposed project would create approximately 6 acres of new parkland along the Harlem River waterfront. The proposed waterfront parkland would provide waterfront access and recreational opportunities that are currently not available in the surrounding community. This new parkland would establish physical and visual public access to the Harlem River waterfront and would attract the public and enliven a waterfront area that is currently composed of degraded piers and surface parking.

RETAIL DEVELOPMENT

Parking Garage D, proposed along River Avenue, could be developed with a non-destination retail component of approximately 19,000 gsf along the street level of the garage.

CONSTRUCTION SCHEDULE

If approved, the proposed stadium is expected to be completed by 2009 for opening day of the New York Yankees 2009 season. The Yankees would continue to play at the existing stadium while the new stadium is under construction. Although the precise construction schedule and development of the new parking garages and parkland has not been determined at this time, it is expected that all parkland development would occur by 2009 except for the facilities to be built on and adjacent to the site of the existing stadium. In addition, three of the four parking garages are expected to be completed by 2009, with the final garage and remaining replacement parkland to be completed by 2011. 2009 has been chosen as the analysis year for the EIS because that is the year in which the principal component of the project—the new stadium—would be completed. However, to ensure that all of the potential impacts of the completed, full project are accounted for, the analyses in the EIS will be conducted assuming that the fully developed project is in place, with the exception of those subjects for which the most impacts would occur prior to completion of the full project. These include, most notably, open space, because there

will be a temporary shortfall between the amount of parkland that is currently available and the amount of replacement parkland ultimately to be provided while the project is under development, and construction impacts. The traffic and pedestrian and transit analyses will assume that the mitigation measures that are being proposed as part of the project are in place in 2009, as is contemplated.

B. REQUIRED ACTIONS AND ENVIRONMENTAL REVIEW

APPROVALS

The project will require approvals from the City, State, and Federal agencies. Several of these are discretionary actions requiring review under CEQR and SEQRA. Others are ministerial and do not require environmental review; nonetheless, they are subject to review under each relevant agency's public mandate, as discussed below.

DISCRETIONARY ACTIONS SUBJECT TO CEQR AND SEQRA

New York City–ULURP Actions

The following actions will require approval through ULURP under City Charter Section 197(c). These ULURP actions require environmental review.

Disposition of City-Owned Property

- Stadium/Stadium Site (long-term lease).
- Parking Facilities/Parking Facilities Sites (long-term lease).

Amendments to City Map

- Map as parkland: former East 162nd Street as part of John Mullaly Park.
- Map as parkland: Ruppert Place as part of Macomb's Dam Park.
- Map as parkland: former Yankee Stadium, and adjacent City-owned property.
- Map as parkland: proposed waterfront esplanade and proposed ballfields and open space on former Bronx Terminal Market property.
- Map as parkland: proposed basketball and handball facilities located at River Avenue and 157th Street.

Concessions

- Approval of a concession to operate tennis courts.

Special Permit

- Special permit pursuant to Zoning Resolution Section 74-512 to allow construction and operation of a public parking garage not located in parkland (Garage D) and to permit the portion of the garage located above the adjusted base plane and below a height of 23 feet above curb level to be exempt from the definition of floor area.

New York State

- State funding of parking facilities within the proposed project possibly through the Empire State Development Corporation (ESDC).
- Possible Tidal Wetlands permit from New York State Department of Environmental Conservation (NYSDEC).
- Possible Protection of Waters permit and water quality certification from NYSDEC.

ADDITIONAL CITY AND STATE ACTIONS

New York City

- Possible New York City Department of Environmental Protection (DEP) permits for de-watering activities associated with construction.
- Review and approval of the Art Commission of the City of New York for the design of landscaping and buildings/structures constructed on or over City Property.
- Coastal Zone consistency determination from the New York City Planning Commission.
- City funding and construction of the proposed park improvements.

New York State

- Possible NYSDEC State Pollution Discharge Elimination System (SPDES) permit for stormwater discharges associated with construction activities. SPDES permit for operations is not required, because all wastewater will be discharged through the DEP permitted sewer system.
- Possible Coastal Zone consistency determination from the New York State Department of State.

NEW YORK STATE LEGISLATION

- Legislation authorizing the disposition (by lease) of inalienable property of the City, including parklands, and disposition and use of volumes over streets.
- Legislation allowing the State to dispose of and the City to acquire waterfront property.
- Legislation allowing for demapping of East 162nd Street and Ruppert Place as an administrative action by Mayor.
- Legislation allowing for the use of a volume of space above East 151 Street for parking Garage D.

FEDERAL ACTIONS

Under the LWCF, 16 U.S.C. § 4601-4 et seq., the National Park Service (NPS) provides matching grants to states, and through states to local governments, for the acquisition and development of public outdoor recreation areas and facilities. Section 6(f) of the LWCF requires that no property acquired or developed with LWCF assistance shall be converted to other than public outdoor recreation use without the approval of the NPS and the substitution of other recreational properties of at least equal fair market value and of reasonably equivalent usefulness

and location. Because prior improvements to a portion of Macomb's Dam Park within the project area were funded under the LWCF, the NPS is required to approve of the proposed conversion of that portion of Macomb's Dam Park to non-public recreational uses and the substitution of replacement parkland pursuant to Section 6(f). Consistent with the State's role under the LWCF, the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) must first provide the NPS with its recommendation concerning the proposal Section 6(f) conversion.

The project may require a permit from the U.S. Army Corps of Engineers (USACOE) for in- or above-water construction activities.

As described below, the OPRHP recently determined that several buildings in the project area are eligible for listing on the State and National Registers of Historic Places. The buildings determined eligible for listing on the Registers are the Bronx Terminal Market Buildings G, H, and J.

Because elements of the proposed project will involve discrete discretionary actions by a Federal agency, there will be a review of those elements under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as implemented by Federal regulations appearing at 36 Code of Federal Regulations (CFR) Part 800, and the National Environmental Policy Act (NEPA) (40 CFR Part 6) and its implementing regulations.

ENVIRONMENTAL REVIEW PROCESS

The approvals for the proposed project are subject to SEQRA, CEQR, and its implementing regulations and guidelines. Implementation of the proposed actions may potentially result in significant adverse environmental impacts, requiring that an EIS be prepared.

Scoping is the first step in the EIS preparation and provides an early opportunity for the public and other agencies to be involved in the EIS process. It is intended to determine the range of issues and considerations to be evaluated in the EIS. This draft EIS scope has been prepared to describe the proposed project, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS.

C. PREPARATION OF ENVIRONMENTAL IMPACT STATEMENT

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. As noted above, DPR will act as the lead agency for this proposal. The EIS will also follow the guidelines of the *CEQR Technical Manual*, dated December 2001. The EIS will contain:

- A description of the proposed actions and their environmental setting;
- A statement of the environmental impacts of the proposed actions, including its short- and long-term effects, and typical, associated environmental effects;
- An identification of any significant adverse environmental impacts that cannot be avoided if the proposed actions are implemented;

- A discussion of alternatives to the proposed actions;
- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed actions should they be implemented; and
- A description of mitigation measures proposed to avoid or minimize any significant adverse environmental impacts.

As noted previously, the new stadium, three of the four new parking garages, and approximately half of the replacement recreational facilities are expected to be completed by 2009, with the final parking garage and remaining replacement parkland to be completed by 2011. 2009 has been chosen as the “Build year” for the EIS because that is the year in which the new stadium, the principal component of the project, would be completed. The environmental assessments will include the cumulative impacts of other projects that will affect conditions in the study area in 2009. The “No Build” future baseline condition to be analyzed in all technical chapters under the future without the proposed project will assume the same conditions as currently exist in the project area with the exception of the site for the proposed waterfront park and ballfields. This area currently contains three warehouse buildings that would be demolished in the future without the proposed project and redeveloped as a two-story retail and parking building and 2 acres of public open space as part of the proposed Gateway Center at Bronx Terminal Market Project.

Based on the preliminary screening assessments outlined in the *CEQR Technical Manual*, the only environmental area that would not require detailed analysis in the EIS is community facilities. Community facilities are public or publicly funded facilities such as schools, hospitals, libraries, day care centers, and fire and police protection. As the proposed project would not involve the creation of any new residential units, it does not meet the thresholds recommended in the *CEQR Technical Manual* for preliminary analysis of public schools, libraries, health care facilities, or day care centers. In addition, it would not involve the direct displacement of any fire or police facilities, and therefore would not meet the thresholds for preliminary analyses of these services. Therefore, no further analysis of community facilities is necessary. The specific areas to be included in the EIS, as well as their respective tasks, are described below.

TASK 1: PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter will contain a project identification (brief description and location of the project); a statement of purpose and need for the proposed action; a detailed description of the proposed action and development program; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. The chapter is the key to understanding the proposed action and its impacts, and gives the public and decision-makers a base from which to evaluate the project against both Build and No Build options.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the expected changes in land uses that would result from the proposed project. The land use study area will consist of the project area as well as neighboring areas where indirect impacts may be felt. For the purpose of environmental analysis, the study area will extend approximately ¼ mile from the borders of the project area. The analysis will reflect current conditions, recent trends, and other future plans. Tasks include:

- A. Provide a brief development history of the project area and study area. Based on field surveys, the chapter will identify, describe, and graphically present predominant land use patterns in the study area.
- B. Describe and map existing zoning and recent zoning actions in the study area.
- C. Describe other public policies that apply to the project area and the study area, including specific development projects and plans for public improvements.
- D. Prepare a list of future development projects in the study area that could affect future land use patterns and trends by 2009. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends as they related to the proposed actions. Based on these changes, assess future conditions in land use and zoning in the future without the proposed actions.
- E. Assess impacts of the proposed project on land use and land use trends, zoning, and public policy. This section will include a discussion of the project's consistency with existing and expected zoning in 2009.

TASK 3: SOCIOECONOMIC CONDITIONS

Socioeconomic impacts can occur when a proposed action directly or indirectly changes economic activities in an area. The purpose of the socioeconomic assessment is to disclose changes that would be created by the proposed action and identify whether they would rise to a significant level. The proposed project would not directly displace any residential population. Some of the business uses that would be directly displaced—i.e., the existing Yankee Stadium and parking lots—would be replaced with a new Yankee Stadium and new parking facilities. While the waterfront open space and recreational facilities would be located on the site of several active wholesale food businesses, these businesses will be displaced and offered relocation assistance in the future without the proposed project as part of the Gateway Center at Bronx Terminal Market Project. In addition, the proposed project would displace recreational uses that draw large visitor populations, some of whom frequent retail stores in the immediate vicinity of the existing parklands. The replacement of existing recreational space with new and improved amenities at new locations in the surrounding area could therefore indirectly affect residential and commercial property values and activity in the surrounding neighborhoods. The socioeconomic analysis would assess any direct and indirect changes from this project to economic activities in the area.

The analysis will follow the guidelines of the *CEQR Technical Manual* in assessing the proposed project's effects on socioeconomic conditions within a ½-mile study area. According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry. In conformance with *CEQR Technical Manual* guidelines, the assessment of these five areas of concern will begin with a preliminary screening assessment. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed analyses will be framed in the context of existing conditions and evaluations of the future with the proposed project and the future without the proposed project in 2009.

The analysis tasks for each of the five areas of socioeconomic concern are outlined below.

DIRECT RESIDENTIAL DISPLACEMENT

The proposed project would not directly displace any residential units; therefore, no analysis of this issue is required.

DIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The project would directly displace existing parking businesses during construction and would replace them during project operation. Therefore, no significant adverse socioeconomic impacts would result from the displacement of existing parking businesses. The proposed project would also demolish several warehouse buildings along Exterior Street that are currently used as wholesale food markets as part of the Bronx Terminal Market. However, the current users of those buildings will be relocated in the future without the proposed project as part of the Gateway Center at Bronx Terminal Market Project. Therefore, no specific assessment of direct business displacement is required.

INDIRECT RESIDENTIAL DISPLACEMENT

The objective of the indirect residential displacement analysis is to determine if the proposed project would make the surrounding area more attractive as a residential neighborhood, leading to higher rents, or create other conditions that could result in indirect displacement of the existing population base. Following the guidelines of the *CEQR Technical Manual*, the analysis of indirect residential displacement will:

- A. Based on 1990 and 2000 Census data, field surveys, and discussions with real estate brokers, characterize the existing residential market and development trends in the ½-mile study area. Demographic data presented will include total population, number of housing units, median household income, housing value and rents, and vacancy rates from the census.
- B. Identify populations at risk of displacement by determining: (1) portion of the population below the poverty level, assuming they could not sustain significant increases in rents, and (2) portion of the population living in units not protected by rent control or rent stabilization regulations.
- C. Determine if the proposed actions would introduce a “critical mass” of non-residential uses (i.e., new recreational amenities) such that the areas surrounding the new uses become more attractive as a residential neighborhood complex or otherwise result in displacement pressures.
- D. Determine if the redistribution of uses as proposed would cause indirect displacement of existing residents in the study area that would affect socioeconomic conditions in the future compared with the No Build condition.

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The objective of the indirect business and institutional displacement analysis is to determine if the proposed project would ultimately lead to higher rents or property values in commercial or institutional buildings in the study area, causing existing businesses to relocate from the study area, or from the City as a whole. Following the methodologies outlined in the *CEQR Technical Manual*, the analysis of indirect business displacement will:

- E. Based on field surveys, discussions with real estate brokers, and employment data from the New York State Department of Labor, identify and characterize conditions and trends in employment and businesses within the study area. The description of existing and future No Build economic activity in the study area will include the number and types of businesses/institutions and employment by key sectors. The description of existing economic activity will also identify businesses that have an important role in the local economy.
- F. Characterize the potential effect of the proposed project, including changes in the value of commercial properties that may result from: (1) the introduction of new retail; (2) the increase in parking; (3) the improvement, addition, and redistribution of open space and recreational facilities within the study area.

ADVERSE EFFECTS ON A SPECIFIC INDUSTRY

Based on the guidelines in the *CEQR Technical Manual*, an analysis of the proposed project's potential effects on specific industries will be performed to respond to the following issues:

- G. Would the proposed project significantly affect business conditions in any industry or category of businesses within or outside the study area, including New York City's wholesale food industry?
- H. Would the proposed project substantially reduce employment or impair viability in a specific industry or category of businesses?

The analysis will draw on the economic and real estate data compiled in assessing direct and indirect displacement impacts, as well as other published data, data from impacts analyses contained in other chapters of the EIS and field surveys, as appropriate.

ECONOMIC AND FISCAL BENEFIT ANALYSIS

Although not required by the *CEQR Technical Manual*, the socioeconomic analysis will assess the fiscal and economic benefits of construction of the proposed project. The analysis will be based on the Regional Input-Output Modeling System (RIMS II), prepared by the U.S. Department of Commerce, Bureau of Economic Analysis, or a similar model.

The following benefits that would occur during the overall construction period in the City and the state will be estimated:

- I. Direct employment (in full-time equivalents) created by the capital investment and indirect employment created by purchases of other goods and services during the construction period.
- J. Wages and salaries generated by the direct and indirect employment.
- K. Taxes generated during the construction period, including payroll taxes, sales taxes on construction materials, corporate and business taxes, mortgage recording fees (if any), and miscellaneous taxes.
- L. The total economic output, or the total demand for goods and services created by construction of the proposed project.

TASK 4: OPEN SPACE

The proposed project would occupy existing parkland for the stadium and associated parking, including parkland containing actively used recreational facilities, and would also create new parkland and recreational facilities. As noted above under Project Description, the final plan for the new parks and recreational facilities will be developed through a DPR-sponsored public outreach program and community workshops. The use of existing parkland and creation of new parkland and facilities under the proposed action require an evaluation of the direct effects of the proposed project on open space resources to determine whether the replacement parkland would be comparable and of reasonably equivalent usefulness and location to the displaced facilities.

The proposed project would create a new stadium with somewhat fewer seats than the existing stadium. Therefore, the proposed project would not introduce a new or increased population to the area or have an indirect effect on open space. In addition, the proposed project would include 19,000 square feet of street-level non-destination retail space in Garage D; as noted in the *CEQR Technical Manual*, this amount of additional commercial development is not enough to create an indirect effect on open space. Since maximum daily attendance at Yankee Stadium would not increase with the proposed project and additional employment would be minimal, an analysis of indirect effects on open space is not warranted in this EIS.

A detailed assessment of the project's direct effect on open space will be provided. The open space analysis will:

- A. Inventory existing open space and recreational facilities on the project area. Tally open space acreage for passive and active publicly accessible recreational facilities.
- B. Assess expected changes in future levels of open space supply in the Build year based on other public open space expected to be developed.
- C. Assess the project's direct effects on existing open space. The assessment of project impacts will be based on a comparison of the open space and recreation facilities to be displaced with the open space and recreation facilities to be created. A qualitative and quantitative assessment of the effects of such displacement will be provided. While the stadium and associated parking facilities are recognized as park uses and the land occupied by these facilities would remain parkland, the open space analysis excludes the areas occupied by the stadium and the ancillary uses from the open space count in the future with the proposed project.
- D. This assessment will include consideration of the relevant requirements of Section 6(f) of the LWCF for the conversion of that portion of Macomb's Dam Park that previously received a LWCF grant to a non-park use, including the reasonable equivalence of the existing and replacement parkland in terms of use and location.

In addition, the development of some of the replacement parkland would not occur until approximately 2 years after completion of the proposed stadium and parking garages. Therefore, open space and recreational facilities in the area immediately surrounding the proposed stadium would not be available for public use for a temporary period of time. The construction analysis (see Task 19), will consider the temporary loss in open space and recreational facilities.

TASK 5: SHADOWS

The proposed project would create a new Yankee Stadium north of the existing stadium in the Bronx. The new stadium could be up to 138 feet tall and would occupy land that is located in the

northern portion of Macomb's Dam Park and southern portion of John Mullaly Park. The maximum shadow a building of this height could cast is 516 feet. The proposed project would also include new above-ground parking garages that range in height between three and four stories. In addition to the two parks and any other publicly accessible open spaces that shadows might reach, the analysis will consider the potential for shadows to fall on any historic resources with significant, light-dependent features; on historic landscapes, and on significant natural features.

An analysis of shadows will be prepared focusing on the incremental shadows that would be cast by the proposed stadium and parking garages on any sun-sensitive resources. The analysis will include the following tasks:

- A. Determine the path of the incremental shadow cast by the proposed project on each of the four analysis days recommended by the *CEQR Technical Manual*: March 21/September 21, May 6/August 6, June 21, and December 21.
- B. Identify public open spaces and any historic resources or significant natural features within the path of the proposed project's shadows. In coordination with a survey for the open space and historic analyses, map and describe any sun-sensitive resources. For open spaces, map active and passive recreation areas and features of the open spaces such as benches or play equipment.
- C. Develop a 3-dimensional CAD model of the project area and adjacent area which will include existing buildings as well as take into account the topographic characteristics of the area. Add proposed project data to the existing conditions CAD model in order to perform further shadow analysis
- D. Prepare up to 12 shadow diagrams for time periods on the four analysis days when shadows from the proposed project could fall on open spaces, sun-sensitive historic resources, or significant natural features.
- E. Create a shadow duration table showing the entering and exiting times for incremental shadows on each sun-sensitive resource.
- F. Assess the potential impacts of the incremental shadows on sun-sensitive resources. If potential significant adverse impacts are identified, the amount of remaining sunlight on those sensitive resources as well as the types of vegetation and or recreational activities involved will be considered in reaching impact conclusions.
- G. If necessary, identify potential mitigation measures.

TASK 6: HISTORIC RESOURCES

Although Yankee Stadium has been significantly altered and therefore does not appear eligible for listing on the State and National Registers of Historic Places (S/NR) or for designation as a New York City Landmark (NYCL), there are several known architectural resources elsewhere on the project area. In addition to S/NR-listed and S/NR-eligible resources, other known historic resources include properties designated or pending designation as NYCL or New York City Historic Districts (NYCHD). In the project area they include Buildings G, H, and J of the Bronx Terminal Market (S/NR-eligible), which would be demolished in the absence of the proposed project as part of the Gateway Center at Bronx Terminal Market Project, and the Macomb's Dam Bridge and 155th Street Viaduct (NYCL, S/NR-eligible), which spans the Harlem River between West 155th Street in Manhattan and Jerome Avenue and East 162nd Street in the Bronx. There are also a number of known architectural resources in the area surrounding the

project area, including other buildings of the Bronx Terminal Market (S/NR-eligible), Bronx House of Detention (S/NR-eligible), Bronx County Building (S/NR-listed, NYCL), American Female Guardian Society and Home for the Friendless Woody Crest Home (NYCL), Park Plaza Apartments (S/NR-listed, NYCL), and 145th Street Bridge (S/NR-eligible) over the Harlem River. The area surrounding the project area may also contain other potential historic resources. Given the proximity of historic resources and the construction of new buildings altering the context of historic resources, a detailed assessment of historic resources will be undertaken in the EIS.

In terms of archaeological resources, it is not clear how much of the project area subsurface has been disturbed. Therefore, since the proposed project would result in excavation in the project area, the *CEQR Technical Manual* guidelines recommend a detailed assessment of archaeological resources.

The historic resources analysis will:

- A. Following consultation with the New York City Landmarks Preservation Commission (LPC), prepare a Stage 1A Archaeological Assessment to assess the potential for the project area to contain undisturbed archaeological resources, identify categories of resources that may be present, and assess their potential to remain undisturbed on the site. Summarize the conclusions of the Stage 1A Archaeological Assessment in the EIS.
- B. Determine through research if any of the buildings in the project area (not already listed or determined eligible or not eligible) meet criteria for S/NR eligibility and/or designation as NYCLs. Prepare Historic Resource Inventory Forms (“blue forms”) for any such properties and submit them to LPC and OPRHP for determinations.
- C. Map and briefly describe known architectural resources within 400 feet of the project area (the study area).
- D. Conduct a field survey to determine whether there are any potential architectural resources the study area. Map and briefly describe any such potential architectural resources. Prepare blue forms for these properties and submit them to LPC and OPRHP for determinations.
- E. Describe the potential for any changes in the study area and its architectural and archaeological resources in the future without the proposed project.
- F. Assess the project’s impacts on any known or potential architectural resources, including visual and contextual impacts as well as any direct physical impacts. Assess any direct physical impacts of the proposed project on archaeological resources. In conjunction with the urban design task, assess the proposed project’s potential to result in any visual and contextual impacts on architectural resources.
- G. If necessary, develop mitigation measures to avoid any significant adverse impacts on architectural resources in consultation with LPC and OPRHP.

TASK 7: URBAN DESIGN AND VISUAL RESOURCES

The proposed project would alter the appearance of the project area by building a new Yankee Stadium on existing land within Macomb’s Dam Park and a portion of John Mullaly Park, creating several new parking garages, and moving displaced recreational facilities to new sites in the surrounding area. It would also eliminate East 162nd Street between River and Jerome Avenues and Ruppert Place. The *CEQR Technical Manual* recommends a detailed assessment of

urban design and visual resources when a proposed project would demap an active street, would change block form, or would result in structures substantially different in height, bulk, size, scale, use or arrangement than what exists. The proposed project meets this threshold for analysis, and thus would be expected to affect the urban design character of the site and of the surrounding area. This analysis will include the following tasks:

- A. Based on field visits, describe the site and the urban design and visual resources of the surrounding area, using photographs and text as appropriate. The study area for urban design and visual resources will be the area within 400 feet of the project area; however, the analysis also will consider views across the Harlem River from Manhattan. A description of existing natural features, block forms, streetscape elements, street patterns and street hierarchy, as well as building bulk, use, type, and arrangement of the study area will be included as per the *CEQR Technical Manual*. A description of visual resources in the area and view corridors, if any, will also be provided.
- B. Based on planned development projects, describe the changes expected in the urban design and visual character of the study area that are expected in the future without the proposed project.
- C. Assess the changes in urban design characteristics and visual resources that are expected to result from the project on the project area and in the study area and evaluate the significance of the change.

TASK 8: NEIGHBORHOOD CHARACTER

Neighborhood character derives from the combination of a number of distinct elements, including land use and underlying land use policy, socioeconomic conditions, urban design and visual resources, historic resources, natural features, traffic, and noise. The basic studies of the project's impacts on these elements are described elsewhere in the scope.

- A. Based on the other EIS chapters, identify the predominant factors that contribute to defining the character of the neighborhood.
- B. Based on planned development projects, public policy initiatives, and planned public improvements, describe qualitatively changes that can be expected in the character of the neighborhood in the future without the project.
- C. Qualitatively assess the proposed project's impact on neighborhood character.

TASK 9: NATURAL RESOURCES

Impervious surfaces (e.g., parking areas, roadways, building structures) and grassy areas such as ballfields are the primary land cover types on the project area. Areas vegetated with trees and brush occur near the streets along the periphery of the various lots comprising the project area. These existing land cover types provide limited habitat for wildlife. The proposed project would remove existing trees in portions of Macomb's Dam and John Mullaly Parks for construction of the new stadium and parking garages. Street trees removed during construction would be replaced. Shoreline modifications that could be associated with the proposed Harlem River waterfront park and esplanade may have the potential to result in effects on aquatic natural resources in the Harlem River during construction (see Task 19, below). The proposed open space areas, such as the Harlem River waterfront park and esplanade and other park development, have the potential to enhance terrestrial habitat with the inclusion of trees and other plants in addition to grass. Turf management measures for the ballfields that are a

component of the waterfront park have the potential to affect aquatic resources in the vicinity of the shorelines. Analyses performed in this chapter will:

- A. Describe existing natural resources (plants, wildlife, threatened or endangered species, and floodplains) within the project area.
- B. Provide a general description of aquatic resources of the Harlem River in the vicinity of the proposed project, including water quality and aquatic organisms (plankton, macroinvertebrates, fish, and threatened or endangered species).
- C. Assess potential effects to natural resources from the proposed project, including the potential increase in wildlife habitat provided by additional open space.
- D. Assess the potential effects to aquatic natural resources of the Harlem River (water quality and aquatic organisms) in the vicinity of the proposed project associated with stormwater management and management of grassy areas and ballfields as part of the proposed waterfront park.

TASK 10: HAZARDOUS MATERIALS

The hazardous materials analysis will examine the project area history for the purposes of determining the potential for the presence of hazardous materials in the project area. The overall approach to hazardous materials investigation will adhere to the guidelines provided in the *CEQR Technical Manual* for site assessment. A Phase I Environmental Site Assessment will include the following:

- A. The land use history of the project area will be determined by a review of historic maps, atlases, and other historical records.
- B. A list of State and Federal databases will be generated for the area, including registered underground storage tanks, hazardous waste disposal sites, hazardous waste generators or treatment facilities, and hazardous substance releases. These lists will be reviewed for the project area and sites within up to ¼-mile of the boundary of the project area.
- C. Available information on subsurface conditions (geology and hydrogeology) will be obtained and reviewed.
- D. The project area will be inspected for any evidence of contamination, including the presence of drums or tanks, stained soils, stressed vegetation (seasonally), and illegally dumped or stored material.
- E. The potential for contamination of soil and groundwater in the project area and the need for any site testing will be assessed based on land use history, review of tank records, and other State and Federal listings, and current site conditions.
- F. The results of the assessment will be summarized in the EIS.
- G. Should soil or groundwater sampling be required in the project area, a Phase II sampling protocol and health and safety plan will be prepared and the results will be summarized in the EIS. The need to perform this sampling will be described as well as the need for any restrictive declarations.

TASK 11: WATERFRONT REVITALIZATION PROGRAM

A portion of the project area is located along the eastern edge of the Harlem River in the Bronx, and thus is within the State and City's Coastal Zone. Project elements that are located within the

coastal zone are bounded by the Harlem River to the west, Jerome Avenue to the north, and the Major Deegan Expressway to the east. Therefore, the proposed project must be assessed for its consistency with the City's Local Waterfront Revitalization Program (LWRP). An LWRP consisting of 10 policies was approved by New York State Department of State in May 2002 and concurred by the United States Department of Commerce in August 2002. These policies are used as the basis for evaluation of discretionary actions within the City's designated Coastal Zone. This analysis will review the 10 policies and assess, where applicable, the general consistency of the proposed project with the policies.

TASK 12: INFRASTRUCTURE

This chapter of the EIS will assess the effect of the proposed project's demand on the infrastructure systems serving the project area, including water supply, sanitary sewage and stormwater management. The analysis will take into account the presence of the existing Yankee Stadium in the future without the proposed project condition. The infrastructure analyses will include the following tasks:

WATER SUPPLY

- A. Describe the existing water supply system and any planned changes to the system. Water demand for the proposed Yankee Stadium for event conditions and the other components under normal conditions will be estimated. The effects of any incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

STORMWATER

- B. Describe the existing stormwater drainage system on the project area and amount of stormwater generated by the proposed project.
- C. Describe the proposed project's stormwater plan, including the method of discharge and the proposed drainage area. Assess future stormwater generation from the proposed project and assess its potential for impacts on the stormwater collection and disposal system.

SEWAGE

- D. Describe the existing sewer system serving the project area based on information obtained from DEP. The existing flows to the Wards Island Water Pollution Control Plant (WPCP) that serves the site will be obtained for the latest 12-month period. The average monthly flow rate will be presented.
- E. Estimate sanitary sewage generation for the proposed project—the proposed Yankee Stadium for event conditions and the other components for normal conditions. The effects of any incremental demand on the system will be assessed to determine if there would be any impact on operations of the WPCP.

TASK 13: SOLID WASTE AND SANITATION SERVICES

This chapter of the EIS will assess the effect of the proposed project's solid waste generation (proposed Yankee Stadium event generation and other components) on New York City's and private carters' collection and disposal capacity. Existing and future New York City solid waste disposal practices will be described, including the collection system and status of landfilling,

recycling, and other disposal methods. The analysis will take into account the presence of the existing Yankee Stadium in the future without the proposed project condition.

TASK 14: ENERGY

This chapter of the EIS will assess the effect of the proposed project's demand on the energy supply serving the project area. The energy systems that would supply the proposed project with electricity and/or natural gas will be described. The energy usage for the proposed project will be estimated and assessed for the effect on the energy supply systems. The analysis will take into account the presence of the existing Yankee Stadium in the future without the proposed project condition.

TASK 15: TRAFFIC AND PARKING

The EIS will contain a detailed assessment addressing the transportation-related issues associated with the changes in travel resulting from the proposed project. This study will include a description of existing conditions, projection of future conditions, identification of potential significant adverse impacts, and recommendation of feasible mitigation measures.

Although the proposed Yankee Stadium would be located only a block north of the existing stadium and would have a slightly reduced spectator capacity, it is expected that changes as part of and/or the result of the proposed project would alter traffic movements in the area. In particular, substantially more parking spaces would be constructed adjacent to the new stadium, and replacement recreational facilities, new parkland, and ancillary retail uses would be incorporated in the overall development plan. In order to provide a conservative analysis of the potential impacts, the transportation impact assessment will assume that all four proposed parking garages would be open by 2009, even though one garage would be completed by 2011, which would concentrate traffic conditions. The transportation impact assessment will incorporate certain design elements of the proposed project (e.g., street closings), game-day operational measures that are part of the transportation management plan, and other general assumptions regarding future conditions, which include the following:

- Ruppert Place would be closed and mapped as parkland;
- East 162nd Street between Jerome and River Avenues would be closed and mapped as parkland, and the Bx13 bus route would be rerouted to a nearby street (likely to be East 164th Street);
- New garages and other ancillary facilities would connect to the surrounding street system. These connections are not expected to necessitate any reconstruction of area streets or new direct connections to the adjacent highway system. Parking garage driveways may be operated as entrances only in the pre-game arrival period and as exits only in the post-game departure period in order to maximize access and egress capacity when needed. Some garage driveways may also be operated as right-in and right-out only where left turns in or out would adversely affect street network traffic operations.
- Future committed transportation improvement projects, including the roadway reconstruction of Exterior and East 149th Streets will be incorporated into the future baseline analyses. However, the proposed project does not include new transportation improvements beyond those defined in the project's transportation management plan (described below). Where appropriate, other likely changes in the area's transportation infrastructure will be addressed qualitatively or incorporated into the detailed quantitative analyses.

Yankee Stadium Project

- A transportation management plan would be incorporated as part of the proposed project. Key components of this plan include a new, at-grade, controlled pedestrian crossing of East 161st Street at Ruppert Plaza, game-day closure of strategic roadway segments in the area, and the deployment of traffic control officers, etc.
- It should be noted that while the proposed project would create the opportunity for other activities (i.e., non-baseball events at the new stadium, more active use of the replacement parkland and new retail) during non-game time periods, these activities would not result in increased capacity over game days; thus the game-day analyses reflect the worst-case conditions in the project area and will adequately address potential project-related impacts.

As indicated, these measures are contemplated to be implemented as of 2009, when the new stadium opens.

The traffic and parking studies will include the following tasks:

- A. Conduct travel demand projections. In September 2004, interviews of weekday and weekend patrons regarding their travel to and from the stadium were conducted. The results of this effort and other data collected recently, as well as the information gathered previously from surveys conducted in 2001, will be used to develop trip generation parameters for the travel demand projections. The trip generation estimates will account for the new stadium's seating configuration and changes in the area's parking supply. The estimated trips will be distributed for the peak game-time analysis hours, which would include the weekday evening arrival and night departure, as well as the weekend midday arrival and afternoon departure peak periods. The peak hour trips by mode will then be assigned to the available modes of transportation. The net difference between these trips by mode and to specific transportation facilities or elements and those made currently would be assessed as the projected increments resulting from the proposed plan. Trips associated with the project's ancillary uses (recreational parkland and retail) and projects proposed for development independent of the proposed stadium (No Build projects) will also be estimated. The most recent set of modal split survey data will be used since, in recent years, a higher percentage of Yankee games have been sellout or near-sellout games, with modal splits appropriate to such high attendance days, and the EIS traffic impact analyses will be conducted at sellout or near-sellout games.
- B. Define traffic study areas. The study area will encompass a set of 20-25 potentially critical intersections in the vicinity of the current and proposed stadium, as well as analyses of key segments of the Major Deegan Expressway and its ramps that serve the stadium (see Figure 9). The efforts conducted to date identified a likely study area that extends from East 145th Street to East 165th Street and from the Grand Concourse to the Harlem River, plus two locations in Upper Manhattan. The potential analysis locations are as follows.
 - East 149th Street at River Avenue/Exterior Street;
 - East 145th Street at Lenox Avenue (Manhattan side of the 145th Street Bridge);
 - East 155th Street at Macomb's Place (Manhattan side of the Macomb's Dam Bridge);
 - East 157th Street at NB Major Deegan Expressway Service Road;
 - East 153rd Street at River Avenue;

- East 157th Street at River Avenue;
 - East 161st Street at River Avenue;
 - East 161st Street at Grand Concourse;
 - East 161st Street at Jerome Avenue;
 - Major Deegan Expressway SB Off Ramp at Macomb's Dam Bridge;
 - East 153rd Street at Major Deegan Expressway southbound Exit Ramp;
 - East 161st Street at Walton Avenue;
 - Jerome Avenue at Ogden Avenue and Macomb's Dam Bridge Approach
 - East 161st Street at Macomb's Dam Bridge;
 - East 162nd Street at River Avenue (north intersection);
 - East 162nd Street at River Avenue (south intersection);
 - East 162nd Street at Jerome Avenue;
 - East 164th Street at Jerome Avenue;
 - East 164th Street at River Avenue;
 - East 165th Street at Jerome Avenue;
 - East 165th Street at River Avenue;
 - East 165th Street at Gerard Avenue; and
 - East 165th Street at Grand Concourse.
- C. Conduct traffic data collection. Manual turning movement and vehicle classification counts for pre-game and post-game conditions on a weekday and on a weekend day were conducted in September 2004. The hours of peak event-related traffic levels are expected to be 5:15–6:15 PM and 10-11 PM for a weekday game, and 12-1 PM and 4-5 PM for a weekend game. Manual counts were supplemented with continuous (7-day) automatic traffic recorder (ATR) counts to develop an understanding of background traffic and to determine peak analysis hours. Physical inventories of study area locations were collected to account for the number of lanes, lane widths, parking regulations, signal timing (official data also to be obtained from NYCDOT), street closures that are affected on game days (e.g., along River Avenue near East 161st Street), and locations where the NYPD traffic control officers override the preset signal timings in order to give additional green time to specific traffic movements when warranted, and other general roadway characteristics.
- D. Collect parking data. An inventory of the on- and off-street parking supply and utilization was performed for a study area identified as likely to be affected by event-related parking demand. Due to the demand and the geographic area of available parking locations, the distribution of parked vehicles closely relates to the travel routes and access points currently used. Since the anticipated parking configurations and supply associated with the proposed plan would vary substantially from existing conditions, this relationship will be considered in detail for determining future patterns associated with the new Yankee Stadium.
- E. Analyze traffic operations and parking conditions. Traffic data will be summarized to determine existing vehicular peak hours, heavy vehicle percentages, peak hour factors, and other analysis parameters, and to develop peak hour balanced traffic networks. Traffic volumes in the future without the proposed project (No Build condition) will be determined, including an annual background growth rate plus traffic generated by major new development projects in the study area, such as the proposed Bronx Terminal Market development. Where appropriate, applicable committed transportation

improvement projects, such as the East 153rd Street Bridge Reconstruction Project, will be incorporated into the analyses as well. For the future Build analyses, the primary efforts will focus on determining the changes in travel patterns resulting from the proposed new parking garages associated with the new stadium. Detailed traffic and parking analyses for the baseline, future No Build and Build conditions will be conducted for the weekday and weekend day pre- and post-game peak periods in accordance with CEQR guidelines to identify potential significant adverse impacts associated with the proposed project. Intersection capacity and level of service analyses will be conducted using 2000 Highway Capacity Manual procedures.

- F. Prepare mitigation analysis. As appropriate, potential mitigation measures, such as signal timing modifications, lane restriping, and intersection approach daylighting, will be recommended.
- G. Prepare input data for air quality and noise analyses. In addition to preparing existing and future projected traffic levels, travel time runs were conducted to establish existing speeds along key travel corridors, including the Major Deegan Expressway, River Avenue, Jerome Avenue, and East 161st Street, where detailed mobile source air quality analyses would be conducted. Vehicle classification data collected for the evaluation of traffic operations will also be available for air quality and noise analysis inputs.

TASK 16: TRANSIT AND PEDESTRIANS

In coordination with the assessment of traffic and parking conditions, the EIS will contain a detailed assessment of affected transit and pedestrian facilities. While the total number of trips generated during game-time conditions would remain similar to current trips, the distribution of these trips would differ due to the new location of the stadium and the reconfiguration of area garages and pedestrian routes. As described above for the assessment of vehicular traffic, the EIS transit and pedestrian analysis will incorporate game-day transportation management measures developed for various locations near the project site.

The assessment of transit and pedestrians will include the following tasks:

- A. Conduct transit and pedestrian data collection and analyses. Since the new Yankee Stadium would only be a block north of its current location, it is expected that the overall transit use and pedestrian flow would not differ substantially from existing conditions. Hence, the impact assessment will focus more on the anticipated localized changes resulting from the use of different subway entrances, sidewalks, and crosswalks. To develop the baseline conditions for analysis, pedestrian data were collected, in accordance with CEQR guidelines, for the various access locations to the 161st Street IRT (No. 4) and IND (B/D) subway stations, and along key existing pedestrian routes and those expected to be affected by the new Yankee Stadium. As with traffic and parking, detailed future conditions analyses will be conducted, incorporating the two pre-game and two post-game peak periods. Currently for Yankees home games, various measures, including opening the “caged” connections to the No. 4 trains and service gates within the B/D train control areas, are implemented during critical arrival and departure periods. Also, traffic control officers are present to facilitate better street crossing and, on occasion, to close off portions of East 161st Street and River Avenue to create additional pedestrian space. It is assumed that similar measures would be used for the new Yankee Stadium.

- B. Assess game-time transit conditions. The transit analysis will include a description of nearby transit facilities and a characterization of subway and bus ridership levels. Transit service to the project area is available via New York City Transit (NYCT) subways and buses. Based on the *CEQR Technical Manual*, detailed analyses will be required if a proposed action generates 200 or more peak hour trips at a particular subway station or bus route. Past and recent data collected on fan travel patterns indicate that while the NYCT subways accommodate a great number of fans attending Yankees games, the nearby buses generally attract a much smaller number of these fans. Therefore, a quantified analysis will be conducted only for access elements at the two East 161st Street subway stations mentioned above. A discussion of ferry use will also be included.
- C. Assess conditions on the Bx13 bus route. The Bx13 bus would be rerouted, most likely to East 164th Street, because East 162nd Street between River and Jerome Avenues would be closed under the proposed project. The effect of the rerouting, which would be most apparent during peak hours of bus use, will be assessed qualitatively for the appropriate time period(s).
- D. Assess pedestrian conditions. The pedestrian analysis would account for the changes in travel patterns in the area due to the location of the new stadium and parking facilities. Although the general game-day pedestrian flow is likely to be somewhat improved over existing conditions, certain pedestrian elements could sustain increases in pedestrian traffic. As necessary, the affected sidewalks, crosswalks, and corner reservoirs will be assessed. It is expected that this analysis would be focused on the River Avenue and East 161st Street intersection and the connecting sidewalks en route to the new stadium. Other study locations along East 161st Street, at Ruppert Plaza, Macomb's Dam Bridge Approach, and Jerome Avenue, will also be assessed.
- E. Assess pedestrian safety. As stated above, the overall pedestrian levels will not increase with the proposed stadium project. NYCDOT will be consulted to identify "high pedestrian accident locations" to determine the need for a detailed safety assessment. Where appropriate, viable measures to improve safe pedestrian movement will be considered.
- F. Prepare mitigation analysis. As appropriate, potential mitigation measures, such as widening restrictive stairways and crosswalks, new crossing locations, and safety-enhanced pedestrian space, will be recommended.
- G. Evaluate bicycle travel. Field observations revealed minimal bicycle travel in the area under game-day conditions. This assessment will identify existing bicycle routes and qualitatively assess how future traffic patterns and changes in roadway configurations may affect bicycle travel under regular and game-day conditions.

TASK 17: AIR QUALITY

The air quality analysis will address the following issues with respect to the potential for air quality impacts: impacts from vehicular traffic and the proposed parking facilities ("mobile sources"); and the effects of the proposed project's HVAC system on buildings in the surrounding area, and the potential for impacts on project users from industrial/manufacturing activities in neighboring buildings ("stationary sources"). Each is described below.

MOBILE SOURCE ANALYSES

- A. Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area.
- B. Determine receptor locations for microscale analysis. Select critical intersection locations in the study area, and outside the study area, based on data obtained from the project's traffic analysis. At each intersection, analyze multiple receptor sites in accordance with CEQR guidelines.
- C. Select dispersion model. EPA's CAL3QHC screening model will be used for less congested locations. Where appropriate, EPA's CAL3QHCR refined intersection carbon monoxide model will be used. Five years (1999-2003) of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be used for the simulation program.
- D. Select emission calculation methodology and "worst-case" meteorological conditions. Vehicular cruise and idle CO emissions for the dispersion modeling will be computed using EPA's MOBILE6.2 model. For the "worst-case" analysis (at screening locations), conservative meteorological conditions to be assumed in the dispersion modeling are a 1 meter per second wind speed, Class D stability, and a 0.70 persistence factor. In addition, the *CEQR Technical Manual* recommended winter temperature of 43 degrees Fahrenheit will be used as input to the model.
- E. At each mobile source microscale receptor site, calculate maximum 1- and 8-hour carbon monoxide concentrations for existing conditions, future conditions without the project, and future conditions with the project. It is assumed that the peak traffic periods analyzed will include a weekend summertime peak. (No field monitoring will be included as part of these analyses.)
- F. Assess the potential impacts associated with the proposed parking facilities. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from the parking lots will be calculated where appropriate. Compare future carbon monoxide pollutant levels with standards and applicable *de minimis* criteria, to determine potential significant adverse project impacts.
- G. If analysis with the screening-level CAL3QHC model results in *de minimis* impacts or exceedances of the carbon monoxide standard, use the refined CAL3HCR model.
- H. Examine mitigation measures. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant adverse impacts of the proposed project.
- I. Determine the consistency of the proposed project with the strategies contained in the State Implementation Plan (SIP) for the area.
- J. If the net estimated number of heavy duty trucks from the proposed project is greater than the City's screening threshold for determining whether a PM_{2.5} analysis is warranted, an analysis of PM_{2.5} will be conducted using the CAL3QHCR model. Vehicular PM_{2.5} emissions for the dispersion modeling will be computed using EPA's MOBILE6.2 model. Mobile source PM_{2.5} impacts will be evaluated against currently available DEP and NYSDEC guidance criteria, and where necessary, combined with stationary source PM_{2.5} impacts to determine whether the criteria are exceeded.

STATIONARY SOURCE ANALYSES

- K. Assess the potential impacts associated with the emissions from the proposed project's buildings. The *CEQR Technical Manual* screening methodology will be used to determine the potential for significant impacts.
- L. If potential impacts are identified, perform detailed stationary source analysis using EPA's Industrial Source Complex (ISC3) dispersion model. Five years of meteorological data (1998-2002) with surface data from LaGuardia Airport and upper air data from Brookhaven, New York, will be used for the simulation modeling. Concentrations of nitrogen dioxide, sulfur dioxide, carbon monoxide, and particulate matter will be determined. In the event that violations of standards or significance thresholds are predicted, examine design measures to reduce pollutant levels to within these levels.

INDUSTRIAL SOURCE ANALYSES

- M. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of the project area. Copies of emissions permits for each facility will be obtained from the DEP's Bureau of Environmental Compliance (BEC).
- N. If necessary, based upon information on emissions from manufacturing or processing facilities within 400 feet of the proposed project, a screening analysis of potential impacts from permitted industrial sources on the proposed actions will be performed. The NYCDEP-BEC files will be examined to determine if there are permits for any industrial facilities that are identified. A review of federal and state permits will also be conducted. The ISC3 dispersion model screening database will be used to estimate the short-term and annual concentrations of critical pollutants at the potential receptor sites. Predicted worst-case impacts on the project will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in the NYSDEC's *DAR-1 AGC/SGC Tables* (December 2003) to determine the potential for significant impacts. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

TASK 18: NOISE

The noise study will focus on examining potential impacts on sensitive land uses due to (1) noise associated with the stadium in its new location, and (2) changes in traffic resulting from the proposed project. The proposed scope of work includes: selection of receptor sites, measurement of existing noise levels, prediction of future noise levels both with and without the proposed project, impact evaluation, and the examination of noise abatement measures (where necessary). The methodologies used for this analysis will be consistent with the methodologies contained in the *CEQR Technical Manual*. The traffic noise model (TNM) will be utilized where appropriate.

- A. Select appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the proposed project will be selected. Consequently, where and when appropriate, examine the L_{10} , and 1-hour equivalent ($L_{eq(1)}$) noise levels.
- B. A screening analysis will be performed to determine locations where there is the potential for significant impacts due to the proposed project. In general, these locations would be new sensitive receptors (e.g., residential uses) within hearing range of the new

- stadium, and areas where traffic generated by the proposed project would result in a doubling of passenger car equivalents (PCEs).
- C. Select receptor locations for detailed analysis. Receptor sites analyzed will include locations where the proposed project would have the greatest potential to affect ambient noise levels. Based on preliminary traffic studies, it is anticipated that a maximum of nine receptor sites will be selected. It is anticipated that one receptor location will be used to examine noise generated by stadium operations on nearby residences or other sensitive land uses.
 - D. Determine existing noise levels. Perform 20-minute measurements at each receptor location both with and without a game during the weekday PM peak periods, during a night game, and during the weekend midday (MD) peak periods. Also, measurements for a game will be obtained during pre-game and post-game peak periods. Hourly L_{eq} , L_1 , L_{10} , L_{50} , and L_{90} values will be recorded.
 - E. Determine future noise levels without the proposed project. At each receptor location identified above, determine noise levels without the proposed project using existing noise levels, acoustical fundamentals, and mathematical models. The methodology used will allow for variations in vehicle/truck mixes.
 - F. Determine future noise levels with the proposed project. At each receptor location identified above, determine noise levels with the proposed project using existing noise levels, acoustical fundamentals, and mathematical models. The methodology used will allow for variations in vehicle/truck mixes.
 - G. Compare noise levels with standards, guidelines, and other impact evaluation criteria. Existing noise levels and future noise levels, both with and without the proposed project, will be compared with various noise standards, guidelines, and other noise criteria. In addition, compare future noise levels with the proposed project with future noise levels without the proposed project to determine project impacts (i.e., based on the criteria contained in the *CEQR Technical Manual*, a change of 3-5 A-weighted decibels (dBA) or more would be considered a significant impact).
 - H. Examine mitigation measures. If necessary, recommend measures to attain acceptable interior noise levels and/or reduce noise impacts to acceptable levels.

TASK 19: CONSTRUCTION IMPACTS

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction of the portion of the proposed project located along the waterfront may also result in impacts on water quality. Although peak construction activities would be completed by 2009, the development of some of the new parkland would not occur until after completion of the proposed stadium and parking garages. Therefore, open space in the area immediately surrounding the proposed stadium would not be available for public use for a temporary period of time.

The likely construction schedule for the proposed project and an estimate of activity on-site will be described. In addition, a qualitative analysis of the effects of construction activities will be performed. The construction assessment for the project will generally be qualitative, focusing on areas where construction activities may pose specific environmental problems. The analysis will also consider other construction projects, ongoing and planned, that would occur in the area

during construction of the proposed project. Where potential significant impacts are predicted, mitigation measures will be identified. In circumstances in which construction activities impact the surrounding community for a prolonged period, those impacts will be analyzed in greater detail. Technical areas to be analyzed include:

- *Open space.* This assessment will qualitatively consider and describe the temporary loss in open space and recreational facilities during the various phases of construction. As appropriate, temporary replacement facilities will be identified.
- *Natural resources.* The potential for impacts on natural resources—particularly aquatic species and habitat—during construction will be assessed, and mitigation measures proposed.
- *Transportation systems.* This assessment will consider losses in lanes, sidewalks, and other transportation services during the various phases of construction, and identify the increase in vehicle trips from construction workers and equipment. In consultation with the project's construction manager, review the construction plan and prepare a qualitative discussion for inclusion in the EIS.
- *Air quality.* The construction air quality impact section will contain a qualitative discussion of both mobile source emissions from construction equipment, worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to minimize impacts.
- *Noise.* The noise analysis will estimate construction noise levels from various pieces of construction equipment and discuss potential effects on adjacent land uses. Measures to minimize construction noise impacts will be presented, as necessary.
- *Hazardous materials.* In coordination with the work performed for hazardous materials analysis, above, the EIS will contain a summary of actions to be taken during project construction to limit exposure of construction workers, residents and nearby workers to potential contaminants, including preparation of a construction Health and Safety Plan (HASP).
- *Infrastructure.* The construction infrastructure impact section will contain a qualitative discussion of any disruption to the infrastructure and measures that will be taken to minimize such disruption.
- *Other Technical Areas.* As appropriate, discuss the other areas of environmental assessment for potential construction-related impacts.

TASK 20: MITIGATION

Where significant adverse project impacts have been identified in the analyses discussed above, measures will be described to avoid and/or mitigate those impacts to the extent practicable. Where impacts cannot be mitigated, they will be described as unavoidable significant adverse impacts.

TASK 21: ALTERNATIVES

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts and achieve the stated goals and objectives of the proposed action. The specific alternatives to be analyzed are typically finalized with the lead agency as project impacts become clarified. However, given the long history of the Yankees in their present location, an alternative to reconstructing the stadium on the existing site will be addressed. In addition, as required, a No Action alternative will be analyzed.

The analysis will be primarily qualitative, except where specific significant adverse project impacts have been identified (e.g., traffic intersections with significant impacts). However, the qualitative analysis will be of sufficient detail to allow comparisons of associated environmental impacts and attainment of project goals and objectives.

TASK 22: SUMMARY CHAPTERS

The EIS will contain several chapters that summarize the conclusions of the technical assessments and examine the trade-offs between project objectives and identified impacts:

- *Executive Summary*: This chapter will summarize the proposed project, its positive and adverse impacts, proposed mitigation, alternatives considered, and key trade-offs identified in the other summary chapters.
- *Irreversible and Irretrievable Commitments of Resources*: This chapter summarizes the proposed project and its impact in terms of the loss of environmental resources—both man-made and natural—and addresses the extent to which the project could foreclose future options or would involve trade-offs between short-term losses and long-term benefits, or short-term gains vs. long-term losses. *