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**NOTICE OF COMPLETION OF THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
for the
YANKEE STADIUM REDEVELOPMENT PROJECT**

DATE ISSUED: February 10, 2006

CEQR No. 05DPR006X
ULURP No. 060056MMX, 060057MMX, 060058MMX, 060059MMX, 060149ZSX,
060150ZSX, 060144PQX, 060145PPX, 060146PPX, 060147PPX,
060148MCX, 060148(A) MCX

SEQR Classification: Type I

Lead Agency: New York City Department of Parks and Recreation (NYCDPR)

Location: Bronx, New York

Block 2499 Lots 1, 100, and 108; Block 2354 Lots 20 and 65; Block 2492 Lot 1, Block 2493 p/o Lot 9; Block 2357 Lot 100; Block 2490, Lot 1; Block 2539 p/o Lot 2; Block 2485 Lot 1; Block 2486 Lot 1; Block 2482 Lot 6; Block 2491 Lot 1; Block 2482 Lot 25; Block 2483 Lot 1; A portion of East 161st Street between the Macomb's Dam Bridge Approach; A portion of Jerome Avenue between the Macomb's Dam Bridge Approach and the south side of East 164th Street;

The project area is generally bounded by East 164th Street, East 151st Street, East 157th Street, River Avenue, and the Harlem River.

Pursuant to City Environmental Quality Review, Mayoral Executive Order No. 91 of 1977, and the City Environmental Quality Review Rules of Procedure found at Title 62, Chapter 5 of the Rules of the City of New York (CEQR), and the State Environmental Quality Review Act, Article 8 of the New York State Environmental Conservation Law and its implementing regulations found in Part 617 of 6 NYCRR (SEQRA), a Final Environmental Impact Statement (FEIS) has been prepared for the action described below and is available for public inspection at the office listed on the last page of this notice. The proposal requires approvals by the City Planning Commission. A public hearing on the Draft Environmental Impact Statement (DEIS) was held on January 11, 2006. The record remained open through January 23, 2006 to accept written comments on the DEIS.

This FEIS for the Yankee Stadium Redevelopment Project responds to all substantive comments made on the DEIS that was prepared pursuant to the regulations and procedures of CEQR and accepted as complete on September 23, 2005 by the New York City Department of Parks and Recreation (NYCDPR) as lead agency for the CEQR process. The DEIS was subject to public review by Bronx Community Board 4 and the Bronx Borough President, and in a CEQR hearing before the New York City Planning

Commission on January 11, 2006. All substantive oral comments made at the CEQR hearing and written comments submitted by January 23rd are summarized and responded to in Chapter 25, "Responses to Comments," which is new in this FEIS. In addition, changes to background conditions and the proposed project necessitated changes in the EIS, as described below. Where appropriate, the FEIS text has been revised in response to comments or changes in the project. These revisions and changes are indicated by double underlines.

CHANGES TO BACKGROUND CONDITIONS

Subsequent to the issuance of the DEIS, several changes were made to the baseline condition— "the future without the proposed project" or "No Build condition." Specifically, the Gateway Center at Bronx Terminal Market project was modified to limit the area proposed for that development to the land east of Exterior Street and the Major Deegan Expressway. That change affected the EIS for the Yankee Stadium project, because it removed all geographic overlap between the two projects. The revised Gateway Center at Bronx Terminal Market proposal no longer includes the development of a public open space, waterfront esplanade, or retail building west of Exterior Street and the highway. With this change, Bronx Terminal Market Buildings G, H, and J would not be demolished by the Gateway Center project, and these buildings would remain standing in the Yankee Stadium project's No Build condition. However, as in the DEIS, the tenants would still have been relocated by the City as part of the overall relocation plan for the Bronx Terminal Market tenants. In addition, the Gateway Center at Bronx Terminal Market would abandon the existing 30-inch diameter outfall that discharges into the Harlem River and replace it with two side-by-side 5- by 4-foot outfalls. Chapter 12, "Infrastructure," and Chapter 9, "Natural Resources," have been revised in the FEIS to reflect this change. As a new No Build project, the City proposes to develop an approximately 2-acre waterfront public open space on Pier 4, south of the proposed project's waterfront park. It is anticipated that this public open space would be maintained by NYCDPR. The City is committed to developing this off-site public open space by the Gateway Center project's 2009 Build year. The programming of this open space and the actions required for its development are yet to be determined.

NEW ALTERNATIVE PLAN

The project received a number of comments on the plan for replacing recreational facilities and adding parkland in conjunction with development of a new Yankee Stadium in Macomb's Dam and Mulally Parks. Specifically, the comments expressed a strong desire for contiguous park area, a concentration of ballfields close to East 161st Street, and a construction schedule that would minimize the time that recreational facilities would be unavailable. The comments also indicated a concern about the visual effect of the cold-weather bubble at the elevated tennis concession atop proposed Garage C. In response to these comments, an alternative park plan has been developed and considered in Chapter 22, "Alternatives." This alternative does not include any changes to the proposed stadium or parking facilities. This is the preferred park plan and it is anticipated to be adopted and approved by NYCDPR. As described in the FEIS, the "Alternative Park Plan" would not have any adverse impacts greater than those anticipated for the proposed project.

CHANGES TO THE PROPOSED PROJECT

Other substantive changes made between the DEIS and FEIS are as follows:

- The number of existing parking spaces has been revised to reconcile discrepancies cited by various sources.
- The capacities of the proposed parking garages have been reduced as a result of the advancement of design for the garages.
- Since the construction noise analysis in the DEIS concluded that there is a potential for significant adverse noise impacts at one or more locations in the study area, a detailed construction noise analyses is included in this FEIS in Chapter 19, "Construction Impacts."
- As part of the proposed project East 157th Street would be reopened to traffic, with a new

intersection at East 153rd Street; this street would provide access to proposed Garage A. East 157th Street, a mapped street, is currently closed to traffic, and it functions as a pedestrian plaza, accommodating the flow of fans from Garage 8 to the stadium on game days. In the DEIS, the project proposed two entries to Garage A: one, near the western end of the block at the intersection with East 153rd Street, would handle cars coming from and going to the Major Deegan Expressway; the other, at the eastern end of the block, would accommodate traffic to and from River Avenue. The pedestrian analysis in the DEIS assumed that during game days the portion of the street between these two driveways could be closed to vehicular traffic and function as an auto-free pedestrian way to handle the flows from Garage 8 and points south to across to the new Ruppert Plaza and the new stadium.

In advancing the design efforts on proposed Parking Garage A, it was determined that moving the east driveway further to the west, adjacent to the west driveway, would be advantageous for space management and constructability. While Garage A access patterns and traffic circulation could remain the same as those described for the previous plan by maintaining a separation between the two driveways, the game-day pedestrian-only path connecting the northwestern portion of Garage 8 and Ruppert Plaza would be eliminated. To facilitate game-day pedestrian flow, the existing pedestrian bridge over the Metro-North Railroad tracks would be extended to connect with the second level of Garage 8 and span over East 157th Street onto Ruppert Plaza. This existing bridge would have been replaced in kind, as part of the plan presented in the DEIS, but it would now be expanded under the current plan in the FEIS. Chapter 16, "Transit and Pedestrians," has been revised to reflect this change.

- An analysis of a comprehensive game-day traffic management plan has been included in FEIS Chapter 21, "Mitigation." The game-day traffic management plan would include both standard traffic capacity improvements described in the DEIS and additional game-day traffic operations improvements, such as street closures, turn prohibitions, and traffic diversion strategies using variable message signs (VMS). These measures of the traffic management plan were evaluated for their overall effectiveness in improving projected traffic and pedestrian conditions.

A. PROJECT IDENTIFICATION AND DESCRIPTION

The proposed project that is the subject of this Final Environmental Impact Statement (DEIS) consists of the following elements: (1) construction of a new Yankee Stadium one block north of its existing location at East 161st Street and River Avenue in The Bronx (the "proposed stadium"); (2) construction of four new parking garages containing approximately 4,735 spaces in the vicinity of the proposed stadium (the "proposed garages"); and (3) development of new and replacement recreational park facilities for a net increase of approximately 4.63 acres of parkland within the vicinity of the proposed stadium (referred to, as appropriate, as the "proposed parkland" or "replacement facilities;" collectively, these elements are the "proposed project").

The proposed stadium would be built on land currently in recreational use (portions of Macomb's Dam and John Mullaly Parks) and on one block of East 162nd Street, which would be closed and mapped as parkland. The proposed project would also add to and better consolidate the off-street parking inventory in the area, by constructing four new parking garages, thus greatly relieving the overflow of parking scattered throughout the neighborhood in both legal and illegal parking spots. Three of the garages would occupy existing parkland in portions of Macomb's Dam and John Mullaly Parks. One garage, located on the north and south sides of East 151st Street and east of River Avenue, will be created on two existing surface parking lots that currently serve the existing Yankee Stadium. This garage would offer retail space at street level, as well.

The recreational facilities to be displaced by construction of the proposed stadium and garages would be replaced as part of the proposed project—with similar or improved facilities for active recreation (e.g., softball, baseball, tennis, basketball, handball, track) and for passive enjoyment of the park (e.g., seating, plantings, paths, food concessions, etc.). New parkland and public open space would be created along the Harlem River waterfront. The site of the existing Yankee Stadium would be a major feature of the recreation plan, providing Heritage Field on the site of the existing Yankee Stadium playing field for the public's use. Ruppert Place would also be mapped as parkland and reconfigured as part of the parkland provided south of the proposed stadium. Two passive parks will be created on the north and south sides of East 157th Street, east of River Avenue

The project area is located in the Concourse Village neighborhood of the Bronx on Block 2499 Lots 1, 100, and 108; Block 2354 Lots 20 and 65; Block 2492 Lot 1, Block 2493 Lot 9 (part); Block 2357 Lot 100; Block 2490, Lot 1; Block 2539 Lot 2 (part); Block 2485 Lot 1; Block 2486 Lot 1; Block 2482 Lot 6; Block 2492 Lot 1; Block 2482 Lot 25; and Block 2483 Lot 1. Additionally, a portion of East 161st Street between the Macomb's Dam Bridge Approach, a portion of Jerome Avenue between the Macomb's Dam Bridge Approach and the south side of East 164th Street, East 162nd Street between River and Jerome Avenues, and Ruppert Place between East 161st and East 157th Streets are also part of the project area. The project area consists of several blocks, and consists of the existing Yankee Stadium located at East 161st Street and River Avenue; portions of Macomb's Dam and John Mullaly Parks, located between East 157th and East 164th Streets and River and Jerome Avenues; several surface parking lots located on the eastern side of River Avenue at East 151st and East 157th Streets and along the waterfront west of Exterior Street; the sites of existing parking facilities in the area; and a portion of the Bronx Terminal Market complex, west of Exterior Street between East 150th and East 153rd Streets.

The project site is owned by the City of New York, except for two parcels on the west side of the project site that are owned by the New York State Department of Transportation (NYSDOT).

Public actions required to permit the proposed project to go forward include disposition of City-owned property in the form of long-term leases (including lease of existing parking facilities); acquisitions by the City of interests in the proposed Yankee Stadium and Garage B; mapping actions to map new parks and demap portions of East 161st Street, Macomb's Dam Bridge Approach, and Jerome Avenue; administrative actions to demap portions of two streets (East 162nd Street, Ruppert Place, and a volume of space located above East 151st Street); approval of a concession to operate tennis courts; a special permit for a public parking garage (not located on parkland) and a special permit to allow modification of rear yard requirements for that garage; and State and City funding for the nonstadium portions of the proposed project. Certain State and Federal permits may be required for activities in connection with construction of the waterfront park. Further, the location of the proposed stadium is on the portion of Macomb's Dam Park that was improved with funds from the Federal Land and Water Conservation Fund (LWCF). As a result, the proposed project would trigger a parkland conversion under Section 6(f)(3) of the LWCF Act that requires federal review and decision by the Secretary of the Interior (delegated to the National Park Service).

The leasing of City-owned property, including inalienable property, for the new stadium and parking garages has been authorized by Chapter 238 of the 2005 Laws of New York State. The Administrative amendment of the City Map for the removal of the bed of East 162nd Street between Jerome and River Avenues and Ruppert Place between East 161st and East 157th Streets was also authorized by Chapter 238 of the 2005 Laws of New York State. Lastly, the legislation allows the State to dispose of and the City to acquire two parcels of waterfront property owned by the State and authorizes the disposition and use of a volume of air space over East 151st Street for one of the garages.

The disposition and acquisitions, parkland mapping, approval of a concession, parking garage special permit actions, and realignment of boundaries of East 161st Street, Macombs Lane, and Jerome Avenue in the vicinity of the proposed stadium site are subject to the City's Uniform

Land Use Review Procedure (ULURP), and all of the actions require environmental review.

If approved, the proposed stadium is expected to be completed by spring 2009 for opening day of the New York Yankees 2009 season. The Yankees would continue to play at the existing stadium while the proposed stadium is under construction. All four proposed garages are also expected to be completed by 2009. It is expected that all proposed parkland development would occur by 2009, except for Heritage Field on the site of the existing stadium which will be operational as public parkland in 2011.

This Environmental Impact Statement (EIS) analyzes the reasonable worst-case scenario for the Proposed Project as described above.

PROPOSED ACTIONS

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.

New York State legislation enacted in June 2005 and part of Chapter 238 of the 2005 Laws of New York authorizes the alienation of certain areas of currently mapped parkland—portions of Macomb's Dam and John Mullaly Parks—to allow for its disposition by the City, through leases, for operation of the proposed stadium and several parking garages. Following that disposition, however, these areas would remain mapped parkland. The legislation allows the State to dispose of and the City to acquire two parcels of waterfront property owned by the State. The legislation also allows for the demapping of East 162nd Street and Ruppert Place as an administrative action by the Mayor and authorizes the disposition and use of a volume of air space over East 151st Street.

New York City—ULURP Actions

The following actions will require approval through Uniform Land Use Review under City Charter Section 197(c). Approval, as necessary, would also be required pursuant to the City Charter Section 384(b)(4) for the approval of the business terms associated with the parking garages.

Disposition of City-Owned Property:

- Stadium/Stadium Site (Long-Term Lease).
- Parking Facilities/Parking Facilities Sites (Long-Term Lease).

Acquisition:

- Acquisition of property by the City to enable it to acquire leasehold and subleasehold interest in the new Yankee Stadium, and to assure clear title.

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: proposed waterfront ballfields and open space on former Bronx Terminal Market property.
- Map as parkland: proposed passive recreational facilities at River Avenue and 157th Street.
- Map as parkland: existing Yankee Stadium, and adjacent City-owned property.
- Demap the portion of Jerome Avenue between the north side of East 161st Street and the south side of East 164th Street and the portion of East 161st Street between the east side of Jerome Avenue and the Macomb's Dam Bridge Approach and the west side of River Avenue.

The areas to be demapped would vary in width from approximately 10–20 feet, totaling approximately 0.3 acres. This area would be mapped as parkland and incorporated into the footprint of the proposed Yankee Stadium site.

Concessions:

- Approval of a major concession to operate a tennis facility.

Special Permit:

- A special permit pursuant to Zoning Resolution Section 74-512 to allow construction and operation of a public parking garage not located in parkland (Parking Garage D), to allow the parking garage to contain rooftop parking, 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.
- A special permit pursuant to Zoning Resolution Section 74-54 to allow for modification of rear yard requirements for Garage D.

New York State

- State funding of parking facilities within the proposed project.
- 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

As described above, New York State legislation enacted in June 2005 authorizes the alienation of certain areas of currently mapped parkland, to allow for its disposition by the City, through leases, for operation of the proposed stadium and several parking garages, and the demapping of East 162nd Street and Ruppert Place as an administrative action. The State legislation also requires that the City dedicate the existing stadium site as parkland and acquire additional parklands and/or dedicate land for park and recreational purposes which are equal to or greater than the fair market value of the parkland being alienated.

New York City

- Administrative action to amend the City map to demap East 162nd Street, Ruppert Place, and a volume above East 151st Street as City streets.
- Possible New York City Department of Environmental Protection (NYCDEP) 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 would be discharged through the NYCDEP permitted sewer system.
- Possible Coastal Zone consistency determination from the New York State Department of State.

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 can 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 facilities 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 proposed Section 6(f) conversion.

The proposed project also requires authorization under Nationwide Permits from the U.S. Army Corps of Engineers (USACOE) for in- or above-water construction activities. In addition, 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 Federal agencies (i.e., the NPS and the USACOE), 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, the National Environmental Policy Act (NEPA) and its implementing regulation, as well as any applicable executive orders (e.g., Executive Order 12898 [relating to environmental justice] and Executive Orders 11988 and 11990 [relating to the protection of floodplains and wetlands]).

DESCRIPTION OF THE PROPOSED PROJECT

The proposed project would develop a new Yankee Stadium one block north of its current site, across East 161st Street at River Avenue. The proposed stadium would be built on land currently in recreational use (portions of Macomb's Dam and John Mullaly Parks) and on one block of East 162nd Street, which would be closed and mapped as parkland. Ample space would be provided on site to accommodate all functions related to the team and game-day operations, including off-street loading, adequate areas for fans to congregate at entrances, which would be arranged along three sides of the building, and sufficient space for circulation within. State-of-the-art seating and amenities for fans and the media would be combined with modern facilities for the players, to make game going a comfortable and exciting experience for all.

The proposed project would also add to and better consolidate the off-street parking inventory in the area, by constructing four new parking garages, thus greatly relieving the overflow of parking scattered throughout the neighborhood in both legal and illegal parking spots. Three of the garages would occupy existing parkland in portions of Macomb's Dam and John Mullaly Parks, two of which would include open space on the roofs. A garage with frontage on River Avenue at East 151st Street would offer retail space at street level, as well. The garages, along with existing parking facilities in the area, would be operated under a long-term lease.

The recreational facilities to be displaced by the construction of the proposed stadium and garages would be replaced as part of the proposed project—with similar or improved facilities for active recreation (e.g., softball, baseball, tennis, basketball, handball, track) and for passive enjoyment of the park (e.g., seating, plantings, paths, food concessions, etc.). New parkland and public open space would be created along the Harlem River waterfront, providing new public waterfront access, as well. The site of the existing Yankee Stadium would be a major feature of the recreation plan, providing Heritage Field on the site of the existing Yankee Stadium playing field for the public's use. Ruppert Place would also be demapped and reconfigured as part of the parkland provided south of the proposed stadium. Additionally, two small passive parks will be created at 157th Street and River Avenue. Fuller descriptions of the project's

elements, including the proposed stadium, proposed garages, traffic and pedestrian circulation, new parkland, and recreational facilities, are provided below.

Proposed Stadium

The proposed stadium would be developed in portions of Macomb's Dam and John Mullaly Parks, and would require that East 162nd Street be closed and mapped as parkland between River and Jerome Avenues. The proposed stadium's playing field would be positioned in an orientation similar to the existing stadium. The fan experience would be greatly enhanced by appropriate sidewalk widths, which allow enough space for queuing and a pedestrian-friendly environment. An efficient security screening system would be incorporated into the entry process. In addition to providing adequate space around the stadium for fans, service vehicles would park off-street in a service drive between the north side of the proposed stadium and proposed parking Garage B, and River and Jerome Avenues.

The height of the stadium's exterior facade ranges from 70 to 95 feet above the sidewalk elevation at the main entrance (due to grade changes around the site, all figures are approximate). The upper deck of the stadium's interior seating bowl, which would be set back from the exterior facade on average by approximately 50 feet, would feature a canopy that would rise to a maximum height of 138 feet, approximately the same as the existing stadium. The stadium would also include an approximately 60,000-square-foot plaza along East 161st Street that would facilitate pedestrian movement into the stadium on game days and would be open for public use on a year-round basis. The total built floor area for the proposed stadium would comprise approximately 1.3 million square feet.

Approximately 53,000 seats for viewing baseball are planned at a split of approximately 65 percent lower bowl to 35 percent upper bowl seating, the reverse of current conditions. Specified standing room for 1,000 spectators would also be provided, bringing the capacity of the stadium to 54,000 spectators. Disabled seating areas complying with applicable code requirements and current requirements of the federal Americans with Disabilities Act (ADA) would be distributed throughout all seating categories at all levels. These seating areas would provide spaces for wheelchairs and companion seating, and would be located on an accessible route. Ticket windows and pedestrian entries to the proposed stadium would be on three sides: East 161st Street, River Avenue, and Jerome Avenue. This arrangement would help distribute spectators entering and leaving the proposed stadium and thus take full advantage of its perimeter in providing access capacity.

Approximately 60 suites would be provided, which would have fixed-seating capacities of 12 to 16, plus some additional room. In addition, Premium Seat Lounges, would be incorporated into the new stadium. Concession stands would be located throughout the concourses. The main team store selling Yankees' merchandise would be at two levels in a prominent location, allowing entry from both the street and from within the stadium. It would be open on event and non-event days, and would be located near a high-traffic area to attract the maximum number of customers. Two smaller satellite stores selling Yankees' merchandise would be located away from each other and from the main retail store to allow for better access to retail outlets for fans throughout the stadium. Novelty stands would also be provided throughout the concourses, distributed proportionately at high-traffic areas. An approximately 300-seat restaurant, located at street level at the corner of River Avenue and East 161st Street, would provide year-round operation with direct entry from outside the stadium, as well as access to the stadium concourse. All day-of-game employees and staff would use the same entry to the stadium, which would be located near the subway. The stadium would provide space for staging New York City Police, and a building command center. The New York Yankees administrative offices would be located within the proposed stadium, as they are now.

Proposed Garages and Transportation Elements

The transportation components of the proposed project have been designed to ease access to the proposed stadium. Truck and bus loading and operation of service vehicles have been removed from public streets, entry areas have been designed with enough capacity to handle crowds entering and leaving the proposed stadium, a basic plan to manage traffic and pedestrian flows at game time has been developed, and parking capacity has been expanded to reduce overflow parking on local streets and help reduce the walk from parking facilities to the stadium, as discussed below. The existing ferry landing and service would be maintained at its current location and capacity.

The proposed stadium would have several loading docks for food service deliveries, team and other deliveries, and trash storage and pickup. They would be located at the northern edge of the proposed stadium in a dedicated area in the vicinity of former East 162nd Street, which would be used as a service driveway. Access to the driveway would be from River and Jerome Avenues. Team parking for private cars and buses would be located within the building and would have a designated access off River Avenue. In addition, the proposed stadium would provide space in the loading area for 10 large mobile media trucks with hookups.

Ticket windows and pedestrian entries to the proposed stadium would be on three sides: East 161st Street, River Avenue, and Jerome Avenue.

TRAFFIC AND PEDESTRIAN IMPROVEMENTS

Some traffic and pedestrian improvements have been included as part of the proposed project where the need for such improvements is readily apparent to maintain the safe and efficient vehicular and pedestrian flows. These improvements include:

- Ruppert Place between East 161st Street and East 157th Street would be converted to passive parkland use as part of the proposed project's parkland replacement. It would be demapped as a street and function as a north-south pedestrian-way on game days directly across from the proposed main stadium entrances along East 161st Street. It would also create an important link between adjacent parklands.
- The pedestrian plaza currently connecting Parking Garage 8 (located between East 157th Street, East 153rd Street, and River Avenue) with the existing stadium is part of a mapped street (East 157th Street) that is closed to vehicular traffic. As part of the proposed project, this plaza would be eliminated and East 157th Street would reconnect to the street network. With Ruppert Place closed to vehicular traffic but a major entrance to proposed Parking Garage A opened immediately west of it, a new intersection consisting of East 157th Street, East 153rd Street, and the Parking Garage A driveway would be created. Just east of this new intersection another driveway to proposed Parking Garage A is also proposed.
- The existing covered pedestrian bridge over the Metro-North Railroad tracks would be improved, and the bridge would be replaced in kind and made ADA compliant. To facilitate game-day pedestrian flow, the proposed project would extend this bridge to connect to the second level of Parking Garage 8 and span over East 157th Street onto Ruppert Plaza. This pedestrian bridge would provide a connection to the waterfront parking lots and ferry landing. The connection would comprise of a series of ramps that include a 15-foot wide ramp to Garage 8 and 25-foot-wide span over East 157th Street that would ramp down to Ruppert Plaza.
- An at-grade, controlled crossing of East 161st Street at Ruppert Plaza would be created. The existing T-intersection would be reconfigured for a wide, mid-block crosswalk with signals controlling East 161st Street traffic. Since Ruppert Plaza would no longer accommodate vehicular traffic under the

proposed project, this crossing would make possible a continuous pedestrian-way between the existing Garage 8 and points south and the proposed stadium.

- A game-day pedestrian crossing area would be maintained at Babe Ruth Plaza along East 161st Street immediately west of the subway entrance pillars in the roadway medians. TEAs would be stationed along its perimeters to ensure safety and separation of vehicular and pedestrian traffic. This crossing would only be available during game days.
- An improved crossing would be provided at the Macomb's Dam Bridge Approach intersections with the East 161st Street service roads. Specifically, a new signal would be provided at the eastbound service road intersection, a new south crosswalk, a widened north crosswalk and a widened continuous east crosswalk would be incorporated.
- Under the traffic management plan for the existing stadium, River Avenue between East 153rd and East 161st Streets is either partially or fully closed during certain periods on game days. The transportation analyses assume that this stretch of roadway could remain open at all times with the proposed project. The comprehensive game-day traffic management plan developed for the proposed project would close River Avenue, post-game only, from the North side at East 161st street to East 164th Street.
- As necessary, TEAs would be deployed as they are today to facilitate vehicular and pedestrian traffic flow at the above and other strategic locations.

PUBLIC PARKING

Four new public parking garages would be developed on existing surface parking lots and parkland surrounding the proposed stadium and existing Yankee Stadium Lots 13A and 13B located along the Harlem River would be repaired, restriped, and extended south to replace the spaces lost to create the esplanade. Parking would be available at existing lots and garages (except for the two existing lots located at East 157th Street and River Avenue that would become new parkland) and the four proposed new garages, all of which are anticipated to be leased to private operators. In total, approximately 10,310 parking spaces would be available for stadium patrons in existing and new facilities. The City and Yankees are committed to making parking available to the public on a year-round basis to the extent possible. Stadium garages would be made available to the public during the off-season and on non-game days during the baseball season. Pedestrian circulation to the proposed stadium would originate from garage access points, from the existing ferry landing, and from the existing subway station at East 161st Street and River Avenue.

Parking Garage A would be a two-level garage located partially below-grade between East 157th and East 161st Streets and the Macomb's Dam Bridge Approach and the site of the existing stadium. The garage would accommodate approximately 1,700 spaces; new recreational facilities that could be accessed from street-grade would be located above the structure. Garage A would be located in the southern portion of Macomb's Dam Park, which currently contains recreational facilities and surface parking associated with the existing Yankee Stadium.

Parking Garage B would contain five levels above-grade (including one level of roof parking) and one level below-grade. The garage would be located south of East 164th Street at the northern end of the proposed stadium and north of the service road and would accommodate approximately 966 spaces. Two-way vehicular access would be available at Jerome Avenue and River Avenue. Garage B would be located in the southern portion of John Mullaly Park, which currently contains tennis and handball courts.

Parking Garage C would be a four-level 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 and 10 feet higher than Jerome Avenue to its northwest. The proposed site of 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 1,120 spaces. Two-way access would be available from the street level (Level 1) of the garage at East 161st Street. New public tennis facilities would cover the entire garage roof. However, the tennis facilities would appear to be only two levels above the street along Macomb's Dam Bridge Approach. Pedestrian access for Garage C would be provided to the new roof-top recreational facilities, adjacent to the Macomb's Dam Bridge Approach intersection with East 161st Street.

Parking Garage D would be a five-level above-grade garage (including one level of roof parking) located south of the proposed stadium at East 151st Street between River and Gerard Avenues. Parking Garage D would extend over East 151st Street at the 3rd, 4th, and roof levels. The garage would accommodate approximately 949 spaces.

Existing Yankee Stadium Parking Lots 13A and 13B are located west of Exterior Street between the Bronx Terminal Market and the Macombs Dam Bridge. The proposed project would repave and restripe these existing lots and create new surface parking, as a southern extension. This new southern parking extension would be located on property that contains paved areas and an abandoned power house building associated with Bronx Terminal Market (Building J), which would be demolished. These surface parking changes would replace the spaces lost to create the new esplanade (described below).

PROPOSED PARKLAND AND RECREATIONAL FACILITIES

As noted above, the proposed stadium and three of the four proposed parking garages would occupy approximately 22.42 acres of parkland containing recreational facilities (13.5 acres for the stadium and 8.92 acres for the garages), but would replace the facilities and open space lost, and create a net increase of 4.63 acres in recreational acreage, as described below.

EXISTING FACILITIES

As noted above, the proposed stadium and three of the four proposed parking garages would occupy approximately 22.42 acres of parkland (this includes the portion of Macomb's Dam Park at the corner of East 157th Street and Ruppert Place that is currently used for accessory parking for Yankee Stadium—Lot 14) containing recreational facilities (13.5 acres for the stadium and 8.92 acres for the garages), but would replace the facilities and open space lost, and create a net increase of 4.63 acres in recreational acreage, as described below.

The affected areas contain a substantial number of active recreational facilities, including 16 tennis courts and 8 handball courts in John Mullaly Park; and two baseball fields with 90-foot infields, one little league baseball field with a 60-foot infield, a softball field, a soccer field surrounded by a 400-meter track and bleachers, 24 handball courts, and two basketball courts in Macomb's Dam Park. There are two ballfields, each on the portions of Macomb's Dam Park located north and south of East 161st Street, which have overlapping outfields. Macomb's Dam Park also contains a NYCDPR District Office building, which also provides public restrooms and open areas, which are used for pick-up football games, ball tossing, etc.

Several of the facilities in the portion of Macomb's Dam Park bounded by East 161st Street to the south, Jerome Avenue to the west, East 162nd Street to the north, and River Avenue to the east, were improved and rehabilitated with funds from the Federal Land and Water Conservation Fund (LWCF). As a result, this portion of Macomb's Dam Park is subject to the provisions of Section 6(f) of the LWCF Act. Section

6(f) requires that property improved or developed with LWCF assistance shall not be converted to any use other than public outdoor recreation use without the approval of the Secretary of the Interior (delegated to the Director of the National Park Service [NPS]). Therefore, NPS approval is required for the conversion of this portion of Macomb's Dam Park for the proposed stadium.

In addition to the use of parkland described above, Garage C would be built in a portion of Macomb's Dam Park on 2.89 acres of mapped parkland currently containing a parking lot. Parking facilities are permitted on lands dedicated as parkland and are consistent with the park designation, and are authorized by State legislation.

REPLACEMENT FACILITIES

A total of 27.05 acres of replacement recreational facilities including new parkland would be provided as part of the proposed project. As described below, these facilities would all be located within existing and new parkland and public open space. The replacement acreage includes: 15.82 acres of new mapped parkland, 2.89 acres on currently mapped parkland that contains an existing surface parking lot, 7.33 acres on existing parkland, and 1.01 acres of new open space (not mapped as parkland). The proposed project would create a unified 17.36-acre park area south of East 161st Street, which would be larger than the total park area (15.09) that would be displaced north of East 161st Street.

For purposes of the Federal LWCF conversion, the proposed Section 6(f) replacement parks would be developed on the existing stadium site, Ruppert Plaza, and along the Harlem River waterfront. As currently contemplated, NYCDPR would replace directly most of the existing facilities to be displaced by the proposed project. However, NYCDPR may choose to vary the new facilities to provide replacements that are not exactly the same as those displaced, but are equal or greater in use and value. For example, NYCDPR may replace some of the existing handball courts with alternative recreational facilities that meet current community needs. To this end, NYCDPR would undertake a broad community outreach program before deciding on a final plan for the new parkland and recreational facilities. The anticipated new facilities, which may be modified, are presently anticipated to include the following elements:

- The proposed project would retain the playing field, dugouts, and locker rooms under the field seats of the existing stadium and adapt it to a public baseball field called "Heritage Field." It is anticipated that some of the field seats in the existing stadium would be retained for the replacement ball field (no more than 3,000 seats), while most of the existing stadium would be demolished. Also on the site of the existing Yankee Stadium would be areas of landscaped, passive recreational open space. In total, this area would be 8.9 acres of new parkland. A portion of the existing Yankee Stadium site, approximately 0.75 acres along East 157th Street, would not be mapped as parkland. This area would be reserved for future development that could accommodate other elements of the Borough President's plan for the neighborhood as they develop. This area would contain passive open space until such plans are defined. This acreage (0.75 acres) is not included in the 8.9 acres of replacement parkland and recreational facilities on the existing stadium site.
- A full-size, artificial turf soccer field would be located south of East 161st Street between Jerome Avenue and the existing stadium site in the southern portion of what is currently Macomb's Dam Park. A 400-meter athletic track would encircle the soccer field. A grandstand would overlook these two facilities. A comfort station with restrooms would be located beneath the grandstand. Adjacent to the track on its south would be an artificial turf little league field and nine handball courts, and to its west would be two basketball courts (one with stands) and two tennis courts. A tot-lot, with climbing and play equipment, drinking fountain, and benches would be located at the corner of Macomb's Dam Bridge Approach and East 161st Street. These facilities would be at-grade with and accessible from the surrounding streets, including East 161st Street, East 153rd Street, and the Macomb's Dam Bridge Approach. The park would be accessible via a short set of stairs and ADA-compliant ramps from the

new pedestrian-only Ruppert Plaza, described below. In total, they would comprise 7.33 acres.

- Between Heritage Field and the soccer field and athletic track would be a passive park with an alley of trees on re-aligned Ruppert Place. Renamed "Ruppert Plaza," it would comprise 1.13 acres of new parkland. The design of Ruppert Plaza would include significant landscaping, including shaded areas and passive park amenities, such as benches, resting areas, and pedestrian walkways. Ruppert Plaza would be an important recreation element within Heritage Field, create an important link to adjacent parkland and new recreational facilities. It would also function as the main thoroughfare from the existing parking facilities, as well as proposed Parking Garage A, to the proposed stadium.
- Passive park/civic space is proposed east of River Avenue on either side of East 157th Street and would contain benches and unique paving landscapes. The northern park parcel would contain sculptured play elements. Together these parks would act as a gateway to Heritage Field. These facilities would constitute 0.68 acres of new parkland.
- Fourteen tennis courts would be built in Macomb's Dam Park atop Parking Garage C, south of East 161st Street, west of Jerome Avenue and north of a ramp from the Major Deegan Expressway. Adjacent to the tennis courts would be a pavilion building with restrooms and other amenities serving the tennis court program. The total area would be 2.89 acres. Although the courts would be on the roof of a four-story garage, the elevation of the Macomb's Dam Bridge Approach in this location would lower their relative height considerably. This facility would be accessed from East 161st Street and would operate as a concession.
- One little league baseball field and one softball field (both artificial turf) would be located along the waterfront, approximately ½-mile from the existing facilities, and would reclaim a currently degraded pier. New passive recreational open space and a pedestrian esplanade would surround these waterfront ballfields. A comfort station with restrooms would be constructed to the south of the ballfield. These ballfields and open space would be located on property currently associated with the Bronx Terminal Market. Currently, the site contains paved areas for parking, an abandoned power house, and two low-scale, partially occupied warehouse buildings (Bronx Terminal Market Building J) that would be demolished. The fields would add 5.11 acres to the inventory of new parkland.
- In addition to the replacement recreational facilities, the proposed project would also create a new 0.71-acre esplanade that would extend from the northern end of the waterfront park, wrap around the waterfront to the existing ferry landing, and extend east to the pedestrian connection at Exterior Street beneath the Major Deegan Expressway. Although it would not be mapped as parkland, the esplanade would provide an important corridor between the recreational facilities of the Harlem River waterfront and the new recreational facilities in the eastern portion of the project area. In total, the proposed project would create more than 5.82 acres of new public open space along the Harlem River waterfront. The proposed waterfront park and esplanade would provide waterfront access and recreational opportunities that are currently not available in the surrounding community. The new park and esplanade would establish physical and visual public access to the Harlem River waterfront and result in waterfront uses that would attract the public and enliven a waterfront area that is currently composed of degraded piers.
- In addition to the active facilities cited above, public passive open space would surround Parking Garage B along East 164th Street (0.3 acres).

Retail Development

Parking Garage D would be developed with a non-destination retail component of approximately

12,000 gross square feet along the street level of the garage.

Pedestrian and Streetscape Improvements

The proposed project would also make improvements along River Avenue and in the area of the existing pedestrian bridge over the Metro-North Railroad tracks. Access to the existing pedestrian bridge would be improved, and the bridge would be replaced in kind and made ADA compliant. As described earlier, the proposed project would also extend this bridge to connect to the second level of Parking Garage 8 and span over East 157th Street onto Ruppert Plaza to facilitate game-day pedestrian flow. This pedestrian bridge would provide a connection to the waterfront parking lots, new parkland, and ferry landing. New urban design elements, such as unique paving, signage, and pedestrian lighting would be implemented at the western end of the pedestrian bridge. These new elements would direct pedestrians between the parking areas west of the Major Deegan Expressway and the existing bridge. In addition, Ruppert Place would be closed and mapped as passive parkland, and used as a pedestrian-way leading to the proposed stadium. Streetscape improvements would be made along River Avenue between proposed Parking Garage D and East 164th Street. Sidewalks currently in poor condition would be replaced, existing trees would be retained and supplemented with new trees, and pedestrian lighting would be improved. Streetscape improvements would also be made around the stadium on River and Jerome Avenues and on East 161st Street, where large pedestrian gathering areas would include decorative paving, landscaping, and other amenities such as seating areas and sculpture.

B. PROBABLE IMPACTS OF THE PROPOSED PROJECT

LAND USE, ZONING, AND PUBLIC POLICY

The proposed reconfiguration of the locations of the parking, open space and stadium facilities and the net increase in overall open space would be consistent with land uses in the area under existing conditions and in the future without the proposed project. The proposed project would be consistent with zoning and other public policies affecting the project area and surrounding area. Overall, the proposed project would have no significant adverse impacts on land use, zoning, or public policy.

SOCIOECONOMICS CONDITIONS

The analysis concludes that the proposed project would not cause significant adverse impacts to the socioeconomic character of the project's study area. The proposed project would not directly displace any residential population, and it would not directly displace any businesses or institutional uses. The proposed project would not foster a change in residential market conditions that would lead to indirect residential displacement, nor would it significantly alter existing economic patterns in the study area. The proposed project would not significantly affect business conditions in any specific industry or category of business in The Bronx or the City as a whole. In addition, the proposed project would result in considerable economic and fiscal benefits to New York City and New York State during both the construction and operating periods.

OPEN SPACE AND RECREATION

The Federal Land & Water Conservation Fund Act (LWCF), 16 U.S.C. §§ 4601-4 to 4601-11 is commonly referred to as Section 6(f), as the provision was originally contained in Section 6(f)(3) of the LWCF, Public Law 88-578 of 1962, before codification. This statute regulates the future use of parklands or open spaces that have been improved with funds received through the LWCF, and is applicable in this case because LWCF funds were used for the improvement of portions of Macomb's Dam Park.

The United States Department of the Interior (DOI), through the National Park Service (NPS), provides funding under the LWCF for State and local efforts to plan, acquire, or develop land to advance outdoor recreational activities. The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) serves as the New York State agency that administers LWCF funds received from DOI. Using

LWCF funds, however, creates certain limitations on future changes to LWCF-funded projects. Once LWCF funds are utilized for a particular recreation project, conversion of that park facility for any non-recreational purpose is prohibited unless alternatives are assessed and steps are taken to identify, evaluate, and supply replacement parkland. NPS must grant prior approval of the conversion and replacement parkland.

In particular, under the LWCF, a conversion of parkland may be approved if NPS finds that: (1) all practical alternatives to the proposed conversion have been evaluated; (2) the fair market value of the park property to be converted has been established and the property proposed for substitution is of at least equal fair market value, as established by an approved appraisal in accordance with the Uniform Appraisal Standards for Federal Land Acquisition, excluding the value of structures or facilities that will not serve recreational purposes; (3) the proposed replacement property is of reasonably equivalent usefulness and location as the converted property; and (4) the proposed conversion and substitution are in accordance with the applicable Statewide Comprehensive Outdoor Recreation Plan (SCORP). The LWCF regulations further require that the project comply with applicable Federal statutes, regulatory requirements, and policies, including the National Environmental Policy Act (NEPA). NPS must approve the conversion and consider the environmental evaluations in its review.

The location of the proposed stadium is on a portion of Macomb's Dam Park north of East 161st Street and east of Jerome Avenue that was improved with LWCF funds in the early 1980s. For purposes of the Federal LWCF conversion, the proposed Section 6(f) replacement parks would be developed on the existing stadium site, Ruppert Place, and along the Harlem River waterfront.

New York State legislation enacted in June 2005 authorizes the alienation of certain areas of currently mapped parkland to allow for its disposition by the City, through leases, for operation of the proposed stadium and three of the proposed parking garages. Following that disposition, however, these areas would remain mapped parkland. The State legislation also requires that the City dedicate the existing Yankee Stadium site as parkland and acquire additional parklands and/or dedicate land for park and recreational purposes which are equal to or greater than the fair market value of the parkland being alienated.

As the recreational facilities that would be displaced by the proposed project would be replaced with similar and new recreational facilities, the proposed project would not result in any significant adverse impacts to open space. Furthermore, as there would be a net increase in the area's open space, and older, and in some cases worn facilities, would be replaced with new, modern facilities, as well as new waterfront access, there would be a positive impact on the project area in terms of open space. The proposed project would also comply with the requirements of Section 6(f) and the State authorizing legislation.

SHADOWS

The proposed project would cast incremental shadows on portions of Macomb's Dam Park throughout the year. The triangular portion of the park bounded by East 161st Street, Jerome Avenue, and the Macomb's Dam Bridge Approach, which contains walkways and a large rock outcropping surrounded by trees, would be in the shadows of the proposed stadium for most of the morning throughout the year. Additional shadows would be cast on Macomb's Dam Park in the afternoon from fall through spring by Parking Garage C. The proposed project would also cast shadows on the proposed open space located in Macomb's Dam Park west of Ruppert Plaza atop new subterranean garage (Parking Garage A) and the proposed open space entrance plaza to Heritage Field (to be mapped as parkland as part of Macomb's Dam Park). John Mullaly Park would also receive shadows from the proposed project. Incremental shadows from proposed Parking Garage B along East 164th Street would fall on the southern portion of the park in the afternoon for about three hours during the early spring and early fall months. During the winter months, proposed Parking Garage B as well as the proposed stadium would cast incremental shadows on the southern portion of John Mullaly Park throughout the entire analysis period. The portion

of John Mullaly Park affected by shadows contains a skate park, a recreation center, a playground, and a passive park area.

No significant adverse impacts are expected to occur to any open spaces as the duration and coverage of shadows are not long enough or large enough to affect vegetation or park usage. Portions of the parks that would be in shadow contain mostly active recreation uses, which are less affected by shadow than passive uses. In addition, several other portions of these parks are available for recreational use during the times the incremental shadows from the proposed project would occur. New parklands would not experience significant shadows.

HISTORIC RESOURCES

The proposed project would result in the construction of a new park with ballfields, esplanade, and surface parking on the west side of Exterior Street at the Bronx Terminal Market in the area of Buildings G, H, and J (State/National Historic Register-eligible). The analysis concludes that the proposed project could result in significant adverse impacts on Buildings G, H, and J of the Bronx Terminal Market. The proposed project would undertake mitigation measures in consultation with the New York State Historic Preservation Officer (SHPO) to mitigate any significant adverse effects on architectural resources. The mitigation measures would include Historic American Building Survey (HABS)-level photographic documentation with an accompanying narrative, and interpretive design elements, such as a fence and plaques/historic markers. The mitigation measures would be set forth in an MOA to be entered into among NYCDPR, the National Park Service (NPS), and SHPO. The Draft MOA, the terms of which have been developed in consultation with SHPO and NPS and which is anticipated to be entered into among the parties. As described earlier, because the Alternative Park Plan analyzed in "Alternatives," is the preferred park plan that is anticipated to be adopted and approved by NYCDPR, the Draft MOA applies to that alternative program. Bronx Terminal Market Building J, rather than being demolished by the proposed project, would be retained and adaptively reused in connection with the tennis facilities to be located at the waterfront park under this alternative.

The analysis also found that the proposed stadium could result in adverse impacts to the Macomb's Dam Bridge Approach span between the Major Deegan Expressway and East 161st Street through the development of Parking Garages A and C. However, these impacts are not expected to be significantly adverse. As currently planned, these garages would be set back approximately 12 feet to the east and west of the Macomb's Dam Bridge Approach, essentially eliminating the visibility of this section of the landmarked structure within the project area. However, the most prominent features of the Macombs Dam Bridge roadway system—the Macombs Dam Bridge Pratt truss spanning the Harlem River and the camelback truss spanning the Metro-North Railroad right-of-way—would remain unaltered by proposed Parking Garages A and C. Changes to the approach structure itself include a widening at East 161st Street to provide a wider east crosswalk and constructing vehicular and pedestrian access between the approach and Parking Garages A and C. To avoid adverse impacts to these portions of the Macomb's Dam Bridge Approach resulting from the widening of the east crosswalk at East 161st Street, these new elements would be designed in consultation with SHPO, pursuant to the MOA as well as the New York City Landmarks Preservation Commission (LPC).

Within the study area, it is not expected that the proposed project would have significant adverse impacts to any architectural resources. Where there is potential for a construction-related impact, a Construction Protection Plan would be developed in consultation with SHPO pursuant to the MOA, as well as LPC, and implemented prior to construction to protect resources within 90 feet of proposed construction activities, including architectural resources in the project area and study area; and to ensure that adverse impacts do not occur.

Apart from the anticipated, non-significant adverse impact to the section of the Macomb's Dam Bridge Approach identified above, the proposed project would not block significant views of any other known or

potential historic resources, significantly alter the visual setting of any other resource, or introduce incompatible contextual elements to any other historic resource's setting in the project area or study area.

URBAN DESIGN AND VISUAL RESOURCES

The proposed project would develop buildings and recreational facilities of a comparable design as those presently found in the area. As such, the proposed project would have no adverse impacts on the urban design of the study area. In general, the proposed project would have a positive effect on visual resources; it would remove two segments of Macomb's Dam Park and one of John Mullaly Park that together constitute a visual resource for the area, but it would introduce new visual resources. These include new waterfront elements along the Harlem River, including the baseball fields, landscaped areas, and an esplanade, providing new public amenities and locations from which to view the river and its shorelines. The proposed stadium would constitute a new visual landmark in the area, and the proposed new green areas and public plazas to be developed at the former and new stadium sites would also generate new visual resources in the area.

However, it is expected that the removal of mature trees, which are approximately 40 feet tall, within of Macomb's Dam Park and John Mullaly Park could result in unavoidable adverse impacts. Some of these trees would have to be removed due to the scope of the construction. Although the replacement trees would not achieve comparable size for several decades, the number of replacement trees would be extremely large and equivalent in total mass to the trees that would be lost. The addition of a significantly expanded canopy of trees to the project area and surrounding neighborhoods, in addition to the mature trees that would be retained, would mean that the change would not be significantly adverse. In addition, the proposed project would remove green areas within portions of Macomb's Dam Park and John Mullaly Park, affecting views east from Jerome Avenue. However, since views on Jerome Avenue north of East 164th Street of the northern portions of John Mullaly Park would not be altered, and new visual resources would be created in the project area, this change is not expected to result in significant adverse impacts to visual resources.

It is also expected that the development of Parking Garages A and C would obscure the Macomb's Dam Bridge Approach between the Major Deegan Expressway and East 161st Street, resulting in adverse impacts to visual resources. Since the most prominent and distinguished portions of the bridge—namely, its two differently configured truss structures that are west of the project area—would remain unaffected, this change would not be expected to be significantly adverse. The development of Parking Garages B and D is not expected to result in adverse impacts to visual resources.

It is anticipated that the proposed stadium would use the latest technology for lighting. It is anticipated that the lighting at the proposed stadium would control glare and light spill in a more efficient manner than currently exists, with light spill during night games anticipated to be an indirect glow. In addition to the programming of illumination for night games, the lighting system would also allow for a reduction in the illumination of the exterior of the stadium when there is no event, with lighting during non-game times anticipated to consist only of discrete downlighting and illumination of the stadium entrances. Therefore, it is not expected that the lighting at the proposed stadium, either for night games or non-event periods, would not significantly adversely impact the visual character of the study area.

NEIGHBORHOOD CHARACTER

The analysis concludes that as a result of the proposed project, there would be no change in the types of land uses or design and scale of development located in the study area; however, the location of the various uses would be reconfigured in different locations. The proposed project would not result in an increase in traffic and pedestrian trips over existing conditions. Rather, these trips would be redistributed within the transportation network, largely due to the future location of the proposed stadium, the addition of nearby parking facilities, and the provision of a dedicated pedestrian spine along Ruppert Plaza. This redistribution would result in increases in traffic and pedestrian congestion in some locations and improvements in others.

Due to the location of the proposed stadium and Parking Garages A, B, and C, several of the traffic and pedestrian impacts would occur along Jerome Avenue and the Macomb's Dam Bridge Approach near East 161st Street. However, the increase in traffic and pedestrian levels in this largely residential area would, for the most part, be similar to existing conditions and those in the future without the proposed project and be of limited duration, occurring only during Yankees games. A comprehensive game-day traffic management plan including TEA controls would address all impacts in the pre- and post-game peak periods in as effective a manner as possible. Therefore, these changes overall would not have significantly adverse impacts on neighborhood character. Similarly, noise levels would increase in locations closer to the proposed stadium and decrease in locations closer to the existing stadium, and overall would not result in a significant adverse noise-related impact on neighborhood character.

The proposed project would also have positive effects on the character of the area. The proposed project would improve the area's open space overall, and replace older, and in some cases worn recreational facilities, with new, modern facilities. It would create a unified, 17.36-acre park area, which would be larger than the total park area that would be displaced. It would also create new access to the waterfront, in a waterfront park and esplanade, beyond what would have been provided in the future without the proposed project. The proposed project would also increase and better organize parking and help eliminate existing parking shortfalls that cause fans driving to games to circulate excessively in search of hard-to-find parking spaces, often ending up parking illegally near the stadium, on local streets, and on the service road of the northbound Major Deegan Expressway. As a result of the proposed project, the New York Yankees, an important asset to the neighborhood and The Bronx, would remain in its historical Bronx location.

NATURAL RESOURCES

The proposed project would result in the displacement of recreational facilities and hence, limited wildlife habitat in the form of shade trees, lawn, and patches of successional woodland in portions of the parks inaccessible to park users, and street trees in Macomb's Dam and John Mullaly Parks. The existing weedy vegetation along the edge of the piers in the area of the proposed Harlem River waterfront park and esplanade, which is of limited wildlife value, would also be removed as part of shoreline improvement activities. Wildlife using the areas to be displaced would be limited to those tolerant of urban conditions. The loss of some individuals of these urban-tolerant species would not result in a significant adverse impact on the bird and wildlife community of the New York City region. Therefore, no significant adverse impacts to terrestrial resources are anticipated as a result of the proposed project.

All trees removed as a result of the proposed project would be replaced in accordance with NYCDPR requirements. To minimize potential adverse impacts resulting from the loss of 377 trees (includes street trees and trees lost from the recreational facilities that would be displaced), NYCDPR would require the replanting of trees in accordance with the NYCDPR basal area tree replacement formula. The removed trees, which total a basal area of approximately 592 square feet, would be replaced with trees of a size totaling an equal basal area. The number of replacement trees would be between 8,356 trees of a 3 1/2-inch caliper to 29,248 trees of a 2-inch caliper. These replacement trees would create natural screening and areas of shade for relaxation and passive enjoyment for park visitors and habitat for wildlife. Because there is insufficient space to plant the calculated number of trees within the replacement recreational areas, the remaining replacement trees would be planted as street trees within the vicinity of the project area or as nearly as possible.

Areas of passive open space would be landscaped with trees, shrubs, and herbaceous plants consistent with NYCDPR's green park design of using native trees, shrubs, and groundcover to the extent possible. These landscaped passive recreational areas would benefit wildlife by providing improved habitat with a diversity at least equal to or greater than currently present within the displaced recreational facilities. The replacement recreational facilities that would be developed atop Parking Garages A and C would incorporate natural soil wells in open areas between the active recreational facilities that would support a sufficient depth of growing media to permit the planting of trees and other vegetation. The new open

space areas developed within the recreational facilities on newly mapped parkland, such as the passive open space areas associated with the 5.11-acre Harlem River waterfront park and surrounding Heritage Field at the 8.90-acre site of the existing stadium, would provide even greater opportunity for the development of green park landscaping that would provide improved habitat for birds and other wildlife.

Significant adverse impacts would not occur to the floodplain, wetlands, water quality or aquatic biota of the Harlem River, or to the only endangered species with the potential to occur in the vicinity of the project area, the shortnose sturgeon. The proposed Harlem River waterfront park and esplanade, the new parking area north of the waterfront park, and the Yankee Stadium Parking Lots 13A and 13B that would be repaved and restriped are the only portions of the project area within the floodplain. The development of the waterfront park would result in an increase in pervious cover with stormwater retention, which would result in beneficial effects to the floodplain by decreasing stormwater discharges during rainfall events. Improvements to the shoreline stabilization as part of the Harlem River waterfront park design, such as replacement of existing timber crib bulkhead with a softer shoreline stabilization structure (e.g., gabion wall system) that would increase the complexity of the shoreline habitat and establishment of tidal wetland vegetation at the shoreward portion of the coves, would improve wetland resources within the project area. Potential impacts to wetlands during construction of the shoreline improvements would be minimized through the implementation of measures identified during the permitting process for these shoreline enhancements by Federal and State agencies.

In addition, any effects on water quality resulting from shoreline improvement activities, such as increased suspended sediment and resuspension of contaminated sediment, would be temporary and localized and would not result in significant adverse impacts to aquatic biota. The temporary loss of some benthic habitat and of some macroinvertebrates during replacement of the concrete masonry bulkhead and timber crib bulkhead, and improvement of the riprapped areas, would not result in significant adverse impacts to populations of benthic macroinvertebrates using this portion of the Harlem River, nor would it significantly impact the food supply for fish foraging in the area. The proposed gabion wall system and creation of vegetated tidal wetland habitat as part of the waterfront park design would benefit aquatic resources by increasing the diversity of aquatic habitat for benthic macroinvertebrates and fish within the project area. Because water quality impacts would be limited to the immediate area of activity along the shoreline, which consists of shallow water habitat, adverse impacts would not occur to shortnose sturgeon that may occur in the deeper channel area of the Harlem River. Potential adverse effects to water quality resulting from the discharge of stormwater during construction and operation of the proposed project would be minimized through implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would include stormwater detention facilities, and implementation of an Integrated Pest Management (IPM) strategy that would manage landscaped areas with minimal application of pesticides, herbicides and fertilizers. Therefore, the discharge of stormwater from the project area would not be expected to result in significant adverse impacts to Harlem River water quality.

HAZARDOUS MATERIALS

All on-site structures potentially contain asbestos-containing materials and lead-based paint. PCBs could be present in electrical equipment found throughout the project area. Known or suspected underground petroleum storage tanks are present at the existing stadium, the Macomb's Dam Park Field House, Parking Lot 6, and along the Harlem River waterfront, west of the Bronx Terminal Market warehouse buildings. Semi volatile organic compounds (SVOCs) and metal concentrations exceeding NYSDEC standards were detected in soil samples from throughout the project area, and petroleum contamination was identified in soil and groundwater samples from beneath Parking Lots 5 and 6.

Any hazardous materials in structures to be demolished would be handled, removed, and disposed of in accordance with all applicable Federal, State, and local regulations, thus avoiding any significant adverse impacts. In addition, areas containing petroleum-related contamination from spill sites would be investigated and remediated under the NYSDEC Spills program, including preparation and approval of a Work Plan, Health and Safety Plan (HASP), and/or Remedial Action Plan (RAP), as appropriate. Further,

the proposed development would be conducted under NYCDEP-approved RAP, including a HASP, designed to protect site workers and the surrounding community from exposure to hazardous materials during construction activities in areas where soil excavation and/or remediation would occur. Therefore, if all State- and City-approved HASPs and RAPs are properly implemented the proposed project would not result in any significant adverse impacts with respect to hazardous materials.

WATERFRONT REVITALIZATION PROGRAM

The components of the proposed project that are within the coastal zone—the proposed Harlem River waterfront park, esplanade, and existing Yankee Stadium Parking Lots 13A and 13B—would be consistent with the City's 10 Waterfront Revitalization Program (WRP) coastal policies, and the WRP's guiding principle of maximizing the benefits derived from economic development, environmental preservation, and public use of the waterfront while minimizing conflicts among these objectives. It would also be consistent with the Bronx Waterfront Plan issued by the Bronx Borough President, Adolfo Carrion, Jr., in March 2004, and its objectives to improve existing parkland, develop pedestrian connections to the Harlem River waterfront, and redevelop the Bronx Terminal Market to include a waterfront open space. The Harlem River waterfront park and esplanade would create new open space and ballfields along the Harlem River, would re-establish physical and visual public access to the Harlem River waterfront, and result in waterfront uses that attract the public and enliven the waterfront as well as benefit the surrounding community.

INFRASTRUCTURE

The incremental water demand from the proposed project would be a minimal increase over existing demand and would not be large enough to significantly impact the water supply system's ability to deliver water reliably. Demand for water is not expected to affect local water pressure. Although the proposed project would involve the relocation of several large water and sewer lines, these relocations are not expected to cause interruption to water supply or sewage disposal in the area. The additional sanitary sewage expected to result from the proposed project would not cause the Wards Island Water Pollution Control Plant to exceed its design capacity or its New York State Pollutant Discharge Elimination System permit flow limit. The volume of stormwater from the proposed project would not have a significant adverse impact on the Harlem River or on New York City's combined sewer system. Therefore, the proposed project would not result in any significant adverse impacts to the existing water supply, sewage treatment, or stormwater discharge systems.

SOLID WASTE AND SANITATION SERVICES

The total solid waste generated from the proposed project would be a minimal increase over the amount generated by the existing stadium and park users. The increase is not expected to overburden New York City's solid waste handling services, and the proposed project would not have a significant adverse impact on solid waste and sanitation services.

ENERGY

The proposed project would increase energy consumption over the existing uses in the project area. The incremental increase in energy demand would be caused primarily by the four new parking garages replacing surface parking, which uses less energy. Compared to the overall energy consumption in New York City, however, this increase is minimal. An existing substation next to the site of the proposed stadium would be used, and a new distribution system is not expected to be needed. Further, this additional demand from the proposed project is not expected to overburden the energy generation, transmission, and distribution systems and would not cause a significant adverse energy impact.

TRAFFIC AND PARKING

The proposed stadium would be relocated across East 161st Street from the existing stadium, on a site bounded by East 161st Street on the south, Jerome Avenue on the west, the equivalent of about East 163rd Street on the north, and River Avenue on the east. East 162nd Street would be closed and

demapped between River Avenue and Jerome Avenue, and would essentially serve as an entry/exit for one of the new parking garages (Parking Garage B) being proposed as part of the proposed project. Ruppert Place would also be demapped; this is a very low traffic street passing along the western side of the existing stadium, and which is closed to vehicular traffic on game days. East 157th Street between River Avenue and Ruppert Place, which is currently closed, would be re-opened to vehicular traffic. The proposed stadium is expected to be slightly smaller than the current stadium in terms of the amount of seating. Thus, the number of fans and attendees at sold-out ballgames will be slightly less than currently attending games at the stadium. The four proposed garages that would provide a total of approximately 4,735 parking spaces as part of the proposed project—representing a net addition of approximately 3,315 spaces above existing parking supplies—would make it easier for fans driving to games to park closer to the stadium, resulting in less circulation on local streets in search of the currently often hard-to-find parking spaces. Decreased traffic circulation on local streets in search of available parking and parking garage spaces, and less parking on the local streets themselves, would also provide a benefit to the local community and local residents in particular.

The creation of 4,735 parking spaces in the four proposed garages would also create a shift in motorists' travel patterns to and from the stadium since some would now exit the Major Deegan Expressway when arriving, and enter the expressway when leaving, further north than they do today. There would be a greater concentration of traffic on East 157th Street, Jerome Avenue, the Macomb's Dam Bridge Approach, and a portion of East 161st Street near Jerome Avenue, where two of the four proposed parking garages would be located, and on segments of the expressway that lead to East 157th and East 161st Streets. There would be less traffic on Exterior Street and on the northbound expressway exit ramp to East 149th Street, since much of the traffic that now parks south of the existing stadium is expected to shift northward to park in the proposed garages located closer to the proposed stadium.

The key findings of the traffic impact analyses are as follows: (1) the proposed project would provide Yankees fans with thousands of new parking spaces close to the proposed stadium, thus relieving the area of excessive traffic circulation pre-game as motorists would no longer have to circulate on local streets in search of hard-to-find parking spaces, especially on sellout game days; (2) the proposed project would also eliminate some illegal parking on local streets and on the service road of the northbound Major Deegan Expressway since the parked cars could now be accommodated within off-street parking lots and garages; (3) the proposed project would result in a shift of vehicular traffic from some currently used traffic routes to others, primarily to streets such as Jerome Avenue, the Macomb's Dam Bridge Approach, River Avenue, and others; (4) the streets and intersections affected would experience significant adverse impacts—10 to 13 intersections on weeknights and 15 to 16 intersections on weekends—and would require traffic capacity improvements to mitigate projected impacts, including a game-day traffic management plan to accommodate both vehicular and pedestrian flows; and (5) significant impacts on some sections of the Major Deegan Expressway would also require improvements and/or game-day traffic management planning to mitigate significant adverse impacts, as motorists shift from some currently used exit and entrance ramps to others.

Some traffic and pedestrian improvements have been included as part of the proposed project (the "Build" condition), where the need for such improvements is readily apparent to maintain safe and efficient vehicular and pedestrian flows. These improvements include wider crosswalks, sidewalks, and additional green time at signals for pedestrians to access the new stadium, a new signalized midblock crossing of East 161st Street leading to the new stadium, and others. Where significant adverse traffic impacts would still result, additional improvements needed to mitigate these impacts are identified and evaluated in "Mitigation," including lane re-striping, modified signal phasing and timing patterns, parking restrictions, and other standard traffic engineering improvements. For those significant adverse impacts that cannot be mitigated through such standard measures, additional game-day operational measures would be implemented.

TRANSIT AND PEDESTRIANS

The operating conditions of critical transit and pedestrian elements that would be most affected by the proposed project were analyzed. As with vehicular traffic, the proposed project would not result in a net increase in transit and pedestrian trips over existing conditions. Rather, these trips would be redistributed within the transportation network, largely due to the future location of the proposed stadium, the addition of nearby parking, and the provision of a dedicated pedestrian walkway along Ruppert Plaza.

Transit service to the study area is expected to remain the same as currently exist. However, with the demapping of East 162nd Street between Jerome and River Avenues to accommodate proposed Parking Garage B, a portion of the Bx13 bus route would need to be rerouted northward to East 164th Street. In connection with this rerouting, several bus stops would also need to be relocated. New York City Transit (NYCT) would determine the specific requirements of this rerouting and the appropriate locations for the future new bus stops. It is expected that these minor changes to the Bx13 bus route would not significantly impact bus operations during game-day or non-game-day conditions. In addition, to the extent practicable, projected increases in bus travel time during peak game-day time periods would be minimized with measures contemplated in the comprehensive traffic management plan, such that the intermittent service disruptions would not constitute a significant adverse impact to bus operations. NYCT would evaluate the actual future conditions and determine whether to adjust its bus schedules. Analysis results show that significant adverse transit and pedestrian impacts are anticipated for eight (8) stairways at the 161st Street-Yankee Stadium station and four (4) crosswalks along East 161st Street, including the two crosswalks at Ruppert Plaza, where congested levels are anticipated during critical game-day travel periods experienced in very large part almost entirely by persons traveling to and from a game.

Significant adverse crosswalk impacts at the River Avenue and East 161st Street intersection would result for the following crosswalks:

- The north crosswalk during all four analysis time periods;
- The south crosswalk during the weekday post-game time period; and
- The westbound service road east crosswalk during the weekend pre-game time period.

The game-day crosswalk extension incorporated at Babe Ruth Plaza on the west side of the River Avenue and East 161st Street intersection is expected to operate at acceptable levels. While several significant adverse crosswalk impacts have been identified at this intersection, some of the intersection's crosswalks, most noticeably the east crosswalks at the mainline and at the eastbound service road, would experience noticeable improvements in level of service. Furthermore, the proposed pedestrian bridge that would connect to Garage 8 and span East 157th Street would provide adequate capacity for projected pedestrian flow.

At the new 60-foot-wide Ruppert Plaza crossing under both weekday and weekend conditions, pre-game levels were projected at LOS C while post-game levels would be congested at marginally unacceptable LOS D, constituting a significant adverse pedestrian impact.

AIR QUALITY

The results of the analysis indicate that in the future with the proposed project, there would be no potentially significant adverse air quality impacts from mobile sources. With or without the proposed project in 2009, the maximum predicted ambient carbon monoxide (CO) concentrations at the intersections analyzed would be lower than the corresponding ambient air quality standards. In addition, CO impacts from the proposed garages were found to be substantially below the applicable standard of 9 parts per million (ppm). Therefore, it can be concluded that the proposed garages would not result in any significant adverse air quality impacts.

The primary stationary source of air pollutants associated with the proposed project would be emissions from the combustion of natural gas by heating, ventilation, and air-conditioning (HVAC) equipment from the proposed stadium. The primary pollutant of concern when burning natural gas is nitrogen dioxide (NO₂). The analysis determined that the proposed project would not result in any significant stationary source air quality impacts because the project would be well below the maximum size permitted by CEQR guidelines.

The industrial source screening analysis showed that there would be no exceedance of the NYSDEC annual guideline concentrations for potential contaminants at the proposed project sites. Therefore, based on the data available on the surrounding industrial uses, the proposed project would not experience significant air quality impacts from industrial facilities.

Finally, maximum predicted pollutant concentrations with the proposed project would be less than the corresponding ambient air standard. Therefore, the proposed project would be consistent with the New York State Implementation Plan (SIP) for the control of ozone and CO. The proposed project would therefore not result in any significant adverse air quality impacts.

NOISE

Future noise levels with the proposed project at all sites would be less than 3.0 dBA (A-weighted decibels) higher than noise levels without the proposed project. Change of this magnitude would be barely perceptible, and based upon CEQR impact criteria, the changes would not be significant. At some sites there would be a decrease in noise levels, generally attributable to a decrease in vendor/crowd noise at the location, and/or changes in traffic.

Noise levels within the new parks proposed at River Avenue and at the Harlem River waterfront would be above the 55 dBA L₁₀₍₁₎ noise level for outdoor areas requiring serenity and quiet contained in the CEQR noise exposure guidelines. L₁₀₍₁₎ noise levels at these locations would be approximately 71.8 dBA and 73-78 dBA. These high predicted noise levels are primarily a result of the noise generated by the elevated subway trains and vehicles on the elevated Major Deegan Expressway. These noise sources are independent of the proposed project, but based on CEQR criteria, the noise levels at these new parks would result in potentially significant noise impacts on users of these new parks. There are no practical and feasible mitigation measures that could be implemented to reduce these noise levels to below the 55 dBA L₁₀₍₁₎ guideline noise level. Noise levels in these new parks would, however, be comparable to noise levels in a number of existing parks in New York City that are also located adjacent to heavily trafficked roadway, including Central Park, Hudson River Park, Riverside Park, and Van Cortlandt Park, Pelham Bay Park, and Macomb's Dam Park in The Bronx. While 55 dBA L₁₀₍₁₎ is a worthwhile goal for outdoor areas requiring serenity and quiet, due to the level of activity present at most New York City parks, except for park areas far away from traffic and other typical urban activities, this relatively low noise level is often not achieved. In addition, in park areas with active recreation (i.e., with basketball courts, baseball fields, soccer fields, etc.) typically noise generated by these activities is above the 55 dBA L₁₀₍₁₎ guideline level. In addition, at most New York City parks traffic from nearby streets and roadways and noise from typical urban activities result in noise levels which are above the 55 dBA L₁₀₍₁₎ guideline level.

CONSTRUCTION IMPACTS

The construction of the proposed project is expected to begin in 2006 and be completed in 2010, with the opening of the proposed stadium anticipated in 2009, and all proposed garages operational at that time. Different construction techniques would be employed for the different elements of the proposed project. The upland elements, including the stadium, parks, parking garages, and recreational facilities, are expected to use conventional construction techniques with cranes, earth movers, and other heavy equipment. The equipment and storage areas would be land based. The in-water elements associated with rehabilitation of the bulkhead would likely employ marine construction techniques. Materials would likely be transported and stored on waterborne barges. For certain waterfront areas that may be inaccessible to barges due to inadequate water depth, the equipment may have to be land based.

As with most construction projects, construction activities would cause increases in traffic, fugitive dust, emissions from equipment and vehicles, and noise. Construction activities could also result in temporary increases in potential exposure pathways to hazardous materials. A site-specific HASP and Construction Protection Plan would be developed for the site to protect construction workers and the public from adverse environmental conditions during construction. Construction activities for the proposed project also have the potential to affect open space, economic conditions, air quality, water quality and natural resources, and infrastructure. However, it is not expected that and significant adverse impacts to these resources would result. In addition, during construction of the proposed project, appropriate measures would be closely followed to minimize fugitive dust emissions, control noise and vibration levels, control the rodent population, and thus reduce impacts to the surrounding area. Mobile source PM_{2.5} impacts at intersection from construction activities were analyzed and determined to be insignificant.

As described in Chapter 19, "Construction Impacts," it is anticipated that construction activities would have the potential for significant adverse noise impacts at one or more locations in the study area. In the time period between the DEIS and FEIS, detailed construction noise analyses were performed, which showed that there would be a significant unmitigated adverse noise impact due to construction activities at East 164th Street between Jerome Avenue and River Avenue, including within John Mullaly Park. At other locations adjacent to construction sites, noise from construction activities would be intrusive and discernible; however, these increased noise levels would be for limited periods of time and according to CEQR criteria, would not constitute a significant adverse noise impact. These significant adverse impacts would be temporary during the peak construction period. In addition, one or two intersections would experience significant adverse traffic impacts for a period of about two years.

PUBLIC HEALTH

The proposed project would not meet any of the thresholds warranting a public health assessment. However, to address comments made during the scoping of the proposed project, an analysis of asthma—its prevalence in New York City and its possible causes and triggers—was performed, and an assessment of the potential public health effects from the proposed project was presented. This analysis concludes that potential emissions of fine particulate matter (i.e., PM_{2.5}) from mobile and stationary sources related to the proposed project are not expected to result in adverse public health impacts. Nonetheless, NYCDPR and the Yankees are sensitive to the community's concerns with respect to the incidence of asthma among the local population. Both the New York Yankees and the City are committed to undertaking the construction of the proposed project in a protective manner, employing techniques for reducing emissions and avoiding dust in connection with the related construction activities. Air quality conditions would be monitored throughout the construction period and a full-time health specialist would be employed by the New York Yankees to monitor conditions throughout the construction period.

MITIGATION

HISTORIC RESOURCES

The proposed project would result in the construction of a new park with ballfields, esplanade, and surface parking on the west side of Exterior Street at the Bronx Terminal Market in the area of Buildings G, H, and J (S/NR-eligible). Therefore, to build the new park and ballfields, esplanade, and surface parking associated with the proposed project, these buildings would be demolished, resulting in a significant adverse impact on historic resources. Measures to mitigate this impact would be developed in consultation with (SHPO). The mitigation measures would be expected to include a Historic American Buildings Survey (HABS)-level photographic documentation with an accompanying narrative, and interpretive design elements such as a fence and plaques/historic markers. The mitigation measures developed with (SHPO) would be recorded in a Memorandum of Agreement (MOA) to be entered into among NYCDPR, the National Park Service, and SHPO and implemented in order to partially mitigate the effects of the proposed project on historic resources.

TRAFFIC AND PARKING

Overview and Summary of Findings

The proposed project would result in significant adverse traffic impacts at local intersections within the traffic study area and along sections of the Major Deegan Expressway near the proposed stadium site.

A total of 34 intersections were analyzed for Build conditions, including intersections analyzed under existing and No Build conditions plus additional intersections created at proposed garage entrances/exits. Significant impacts can be fully mitigated at the vast majority, but not all, of the locations analyzed. A comprehensive game day traffic management plan would seek to address all impacts in as effective a manner as possible. However, it is possible that not all significant adverse impact locations would be fully mitigated, just as occurs today with several congested locations resulting from traffic accessing and leaving the area before and after games. Mitigation measures would consist of signal phasing and timing changes, implementation of physical measures to better delineate travel lanes, parking regulation changes ("No Parking, Stadium Event" restrictions), lane signage changes, and the use of variable-message signs (VMS) to inform motorists about traffic conditions. To more fully mitigate significant adverse impacts, conventional traffic capacity improvements would need to be combined with other measures to reduce traffic volumes approaching key intersections, and have been evaluated comprehensively as part of an overall game day traffic management plan. Such measures are described later in this section, including diverting traffic away from problem locations.

Implementation of the standard traffic mitigation measures described above would result in all significant adverse traffic impacts being mitigated with the following exceptions: the Macomb's Dam Bridge Approach/East 161st Street intersection would be partially mitigated in both the weeknight and weekend pre-game arrival peak hours and in both post-game analysis hours; the River Avenue/East 161st Street intersection would be partially mitigated in both peak hours; the Jerome Avenue/East 161st Street intersection would be partially mitigated in the weeknight post-game peak hour; the intersection of Macomb's Dam Bridge Approach and the exit ramp from the southbound Major Deegan Expressway would be partially mitigated in the weekend pre- and post-game peak hours; and the intersection of Jerome Avenue/Ogden Avenue would be partially mitigated in the weeknight post-game peak hour. Mitigation with traffic diversion strategies (turn prohibitions, street closures, and VMS), in conjunction with standard traffic capacity improvements is addressed later in this chapter and would reduce the number of partially mitigated impact locations and reduce delays at locations that would not be fully mitigated.

It should also be noted that the determination of significant adverse traffic impacts, traffic improvements needed to mitigate those impacts, and the ability of those improvements to mitigate in full, have been determined for 54,000-person sellout games. Games with a significantly lower level of attendance would have a lesser level of impact, a lesser level of mitigation needs, and a lesser likelihood of having unmitigated impacts.

Major Deegan Expressway

Significant traffic impacts were identified for the following sections of the Major Deegan Expressway:

- During the weeknight pre-game arrival peak hour, northbound Major Deegan Expressway mainline south of the 138th Street on-ramp merge and between this on-ramp and the 149th Street off-ramp; and between the 157th Street exit that leads to the existing stadium and the Service Road on-ramp merge north. Southbound Major Deegan Expressway mainline north of Exit 6 (Bronx Terminal Market off-ramp diverge) and between Exit 6 and Exit 5 (Macombs Dam Bridge/East 161st Street), both of which would experience very substantial travel speed reductions.

- During the weekend pre-game arrival peak hour, northbound Major Deegan Expressway mainline between the 157th Street exit and the Service Road on-ramp merge north; and immediately north of the Service Road on-ramp, north of Jerome Avenue.
- During the weekend pre-game arrival peak hour, northbound Major Deegan Expressway mainline between the 149th Street off-ramp and the 157th Street off-ramp. Southbound Major Deegan Expressway mainline north of Exit 6 (Bronx Terminal Market off-ramp diverge) and between Exit 6 and Exit 5 (Macombs Dam Bridge/East 161st Street), both of which would experience very substantial travel speed reductions, similar to the weeknight pre-game arrival peak hour.
- During the weekend post-game departure peak hour, northbound Major Deegan Expressway mainline immediately north of the Service Road on-ramp, north of Jerome Avenue.

To partially or fully mitigate projected impacts northbound approaching the exits at East 149th Street and East 157th Street, it would be necessary to use a viable message sign (VMS) to advise through traffic to stay to the left and minimize last-minute weaving movements near exit ramps. Partial mitigation of the southbound mainline would require re-striping of the Exit 5 ramp approach to the intersection with the Macomb's Dam Bridge Approach road. It should be noted that even under existing conditions, sections of the Major Deegan Expressway operate under congested conditions during the pre-game and post-game peak hours. It is the shifting of traffic within the corridor—shifts from existing conditions rather than increased traffic volumes—that contribute to these impacts and need for mitigation.

Comprehensive Game-Day Traffic Management Plan

To mitigate conditions where standard traffic capacity improvements applied at individual intersections would not be sufficient, a comprehensive game-day traffic management plan would need to be developed and implemented. Such measures are deployed for the existing stadium, under the cooperative efforts of NYCDOT and NYPD, seeking to optimize traffic conditions to the extent possible. Possible measures that could be considered as part of this plan were evaluated at an initial level in the DEIS, and were comprehensively evaluated between the DEIS and FEIS. They include:

- Close River Avenue, post-game only, from the north side of East 161st Street to East 162nd Street (just south of existing Parking Garage 3), and prohibit the southbound River Avenue through movement at 164th Street to keep the section of River Avenue alongside the proposed stadium free of vehicular traffic. Post-game traffic exiting from Parking Garage B and Parking Garage 3 onto River Avenue would need to proceed northbound on River Avenue. This measure would be similar to the closure of River Avenue between East 157th Street and East 161st Street that occurs today to allow for better pedestrian access to and from the stadium.
- Prohibit left turns from southbound Macomb's Dam Bridge Approach onto the eastbound East 161st Street service road, to eliminate frictions between left-turning vehicles and oncoming traffic. Although the combination of these measures could potentially fully mitigate significant adverse traffic impacts at this location, other considerations have eliminated construction of the walkway as a practicable measure.
- Prohibit right turns from the westbound East 161st Street service road onto northbound Macomb's Dam Bridge Approach/Jerome Avenue in order to eliminate conflicts between right-turning vehicular traffic and pedestrians crossing to and from the proposed stadium near the stadium's main home plate area entrance.
- Prohibit left turns from proposed Parking Garage B onto Jerome Avenue post-game. Exiting traffic would either have to make right turns onto northbound Jerome Avenue, or make left turns from the garage onto northbound River Avenue on the other side of the garage. Prohibiting left turns onto southbound Jerome Avenue would reduce traffic flows and delays at the intersection of Jerome Avenue and East 161st Street near the exit from proposed Parking Garage C, and would reduce traffic demands on the northbound Major Deegan, as well. Traffic choosing to turn right onto northbound Jerome Avenue from the garage could be directed to continue north on Jerome Avenue and on

Edward Grant Highway in order to access the Major Deegan Expressway and the George Washington Bridge. Traffic choosing to turn left onto northbound River Avenue from the garage could continue north and access the eastbound and westbound Cross Bronx Expressway—en route to the George Washington Bridge to the west and Queens, Long Island, Westchester and Connecticut to the east—in the vicinity of 176th Street.

- Utilize portable VMS on game-days to advise motorists of conditions at key highway locations and parking garage space availability near the stadium, and to direct motorists to alternate routes to the stadium and to garages with available capacity. Portable VMS could be deployed at the following locations:
 - Along the northbound Major Deegan between Exits 3 and 4, directing stadium-bound traffic to use Exit 4 rather than Exit 5 when traffic conditions along Exit 5 and the Jerome Avenue corridor have excessive delays and congestion. Greater use of northbound Exit 4 would lead motorists to proposed Garage D. VMS signage can also direct northbound Major Deegan traffic to exit at “138th Street/Grand Concourse” and use the Grand Concourse to approach the stadium area.
 - Along the eastbound George Washington Bridge and Trans Manhattan Expressway, advising stadium-bound traffic of an alternate route to the stadium using the exit to Amsterdam Avenue/University Avenue. This exit would allow motorists heading to the stadium to use the Washington Bridge (different than the George Washington Bridge) that connects the Washington Heights area of Upper Manhattan with University Avenue in the Bronx, and then southbound Edward Grant Highway and Jerome Avenue to access proposed Parking Garage B.
 - Along the westbound Cross Bronx Expressway advising stadium-bound traffic of an alternate route to the stadium using the exit to Jerome Avenue. This would allow motorists heading to the stadium to use this exit to approach proposed Garage B via southbound Jerome Avenue/River Avenue.

The detailed analyses for a comprehensive game-day traffic management plan that utilizes both standard traffic capacity improvements and traffic diversion strategies indicate that these strategies would reduce the number of partially mitigated impact locations from two, three, four, and three in the weeknight pre-game peak hour, weekend pre-game peak hour, weeknight post-game peak hour, and weekend post-game peak hour, respectively, to two, one, three, and one locations with the degree of impact and vehicle delays significantly reduced at locations that would still remain partially mitigated.

TRANSIT AND PEDESTRIANS

The proposed project is expected to result in similar overall transit use and pedestrian levels as currently exist in the surrounding area of the project site. However, localized significant adverse impacts on several subway and pedestrian elements are anticipated due to the change in terms of access patterns and the redistribution of pedestrian flow. In addition, the new crosswalk at Ruppert Plaza was anticipated to be insufficient to provide adequate capacity.

The following sections present a summary of potential measures that could mitigate the identified significant adverse impacts or further improve pedestrian flow. As with the assessment of vehicular traffic, the mitigation analysis for transit and pedestrians is intended to illustrate the level of improvements needed to eliminate projected impacts under the CEQR guidelines. City and State agencies are expected to then evaluate the magnitudes of improvements needed, and make the appropriate determination on the implementation of physical or operational measures. Since the adverse conditions that are typical of peak game-day conditions are currently alleviated with various game-day management strategies, it is likely that decision-makers would continue to make use of similar efforts in combination with some of the measures identified in this EIS to facilitate reasonable operations at the 161st Street-Yankee Stadium Station and at key crossing locations along East 161st Street between Ruppert Plaza and River Avenue.

Subway Station Elements

While the total demand could be met by the combined capacity of all stairways serving Yankees patrons at the 161st Street-Yankee Stadium Station, the shift in pedestrian flow would result in improved conditions at some stairways and deteriorations at others. Because of the magnitude of the total pedestrian demand at the station, reasonable stairway widenings could not be achieved to avoid significant adverse impacts. However, further dispersion of subway riders to less congested stairways would be achieved with the TEA management of pedestrian movements at the subway station to mitigate the projected impacts. The City and New York Yankees would coordinate with the Metropolitan Transportation Authority to ensure the effectiveness of the described measures, and, if necessary, based on actual operations, would provide such additional practicable measures as may be warranted.

Pedestrian Elements

Mitigation of significant crosswalk impacts would typically involve the temporary (on game days with coning or TEA controls) or permanent widening of painted areas to allow pedestrians additional crossing space. The additional crossing space could also be achieved by implementing partial roadway closures during peak game-day periods. The River Avenue and Ruppert Plaza intersections at East 161st Street would experience significant adverse impacts with the proposed project, but could be mitigated with the augmentation of pedestrian crosswalks.

AIR QUALITY

The air quality analysis showed that for the 2009 Build year, impacts on carbon monoxide (CO) would be well below ambient air quality standards and the City's *de minimis* criteria. The proposed weeknight and weekend post-game traffic mitigation measures, which include new roadway configurations, physical restrictions, and signal timing adjustments, were evaluated to determine the potential effects on air quality in the study area.

The analysis was performed for the three analyzed intersections where mitigation measures were proposed. The CO values shown are the highest predicted concentrations for these intersections (East 157th Street and River Avenue, East 161st Street and Jerome Avenue, and Macombs Dam Bridge and the Major Deegan southbound off-ramp) for the time periods analyzed. However, the maximum predicted 8-hour CO concentrations for the analyzed sites with the proposed traffic mitigation measures would be below the NAAQS and would not result in any significant adverse air quality impacts. The proposed traffic mitigation measures would also not affect the stationary or industrial source analyses discussed above which determined that there would be no significant air quality impacts resulting from the proposed project.

The proposed project would include emergency generators, which would be fueled by diesel fuel. The primary pollutants of concern associated with diesel-fuel-fired emergency generators are particulate matter (PM) and sulfur dioxide (SO₂). The results of the analysis determined that maximum impacts from emergency generators, when added to background concentrations, are substantially below ambient air quality standards. The air quality modeling analysis also determined that the maximum 24-hour and annual average PM_{2.5} incremental impacts would be less than the applicable NYCDEP interim guidance criteria.

NOISE

As discussed in the "Noise" section, noise levels within the new parks proposed at River Avenue and East 157th Street and within the new proposed Harlem River waterfront park located west of Exterior Street and the Major Deegan Expressway, would be above the 55 dBA L₁₀₍₁₎ noise level for outdoor areas requiring serenity and quiet contained in the CEQR noise exposure guidelines. There are no practical and

feasible mitigation measures that could be implemented to reduce noise levels within these parks to below the 55 dBA L₁₀₍₁₎ guideline noise level. Noise barriers and/or berms would not be practicable and, according to CEQR impact criteria would represent an unmitigated significant noise impact from the proposed project on users of these new parks. Noise levels in these new parks would, however, be comparable to noise levels in a number of existing parks in New York City, including Macomb's Dam Park.

ALTERNATIVES

The FEIS analysis examines reasonable and practicable options to avoid or reduce project-related, significant adverse impacts and still meet the proposed project's stated goals and objectives. These include: several alternative locations considered but discarded as infeasible or otherwise unsuitable for the new stadium; the No Action Alternative, in which the new stadium is not constructed as proposed; a stadium renovation alternative; a stadium rehabilitation alternative; and an alternative that adds a garage on the waterfront in an effort to reduce the proposed project's identified significant adverse impacts, including those related to traffic. In response to comments on the DEIS indicating a desire for more ballfields and contiguous park area in immediate proximity to East 161st Street, a construction schedule that would minimize the duration of time that recreational facilities would be unavailable, and concern about the visual effect of the elevated tennis concession atop Garage C, an alternative park plan has been developed and is analyzed in this chapter.

alternatives considered and discarded

Over the past decade, as part of the current planning process, and in response to comments made at the scoping meeting for the DEIS, other options for the stadium were considered, including three locations outside the neighborhood (including Van Cortlandt Park and Pelham Bay Park, both in The Bronx, and the Caemmerer Yard (rail yard) on Midtown Manhattan's West Side) and several suggested locations near the existing Yankee Stadium, but south of East 161st Street. Also considered were additional renovations to the existing stadium and the possibility of demolishing the existing stadium and rebuilding using the current site, expanded by the inclusion of Ruppert Place and portions of Macomb's Dam Park adjacent to Ruppert Place. None of these alternatives proved feasible for a variety of reasons, as discussed below.

Locations Outside the Local Neighborhood

Van Cortlandt Park. The use of Van Cortlandt Park was not recommended because of inadequate highway access given the traffic expected and very poor transit access. Only a small percentage of fans could use public transportation to get to a stadium at this site. Large areas for parking would be required, so that, in the aggregate, a stadium at this location would displace substantially more landscaped parkland than the proposed project, including 12 acres of high-quality wetlands. Since conducting the analysis, the City has begun clearing the site for the construction of a water filtration plant and the site is no longer available. The City will replace the driving range and clubhouse on top of the completed facility, and thus it would be unavailable for stadium use.

Pelham Bay Park. This site is also poorly served by public transit, and it is expected that only 5 percent of visitors would arrive by mass transit. Substantial parking would also therefore be required at this location. The existing vehicular transportation network would not be sufficient to accommodate the demand from a stadium use. Additional ramp connections to the Hutchinson River Parkway and the New England Thruway, new interchanges, and peripheral roads would be needed to access the site. As with Van Cortlandt Park, the much larger area required for the stadium and its parking (compared to the proposed project) would result in greater displacement of recreational facilities and would involve the loss of 12 acres of wetlands.

West Side Rail Yard. This site was considered in the late 1990s, and was determined to be a feasible alternative, but was not pursued because of a lack of funding at the time. Subsequently, and during the proposed project's planning process, the site was committed by the City and State for the development of

a new multi-use facility, including a stadium to be used by the New York Jets football team and the 2012 Olympics. While these two projects are no longer under consideration, the City and State will likely continue to pursue development of the site that would not contemplate a new Yankee Stadium. Furthermore, the use of this site would not be consistent with the project objective of remaining in a location near the Yankees' traditional home in The Bronx.

Other Sites Near the Existing Yankee Stadium

The project sponsors also considered other sites near Yankee Stadium, particularly locations to the south of the stadium. Three areas were identified and assessed, as discussed below. These included the portion of Macomb's Dam Park adjacent to Ruppert Place (Site I), the site of existing Garage 8 and its surroundings, south of East 157th Street (Site II), and the Harlem River waterfront (Site III). Other locations south of Yankee Stadium, primarily in the Bronx Terminal Market area, are slated for other development and therefore would not be available as alternative stadium sites. All three sites were found to be too small (as described in "Purpose and Need," most of the recently constructed stadiums in the U.S. have an average footprint of 15.5 acres) to accommodate a new stadium, and two of them would require a reduction in the number of parking spaces available to Yankees fans. The waterfront site would also be too distant from parking and transit.

Renovation

Renovation of the existing stadium in its current location was determined to be infeasible because it would not achieve the project's goals and objectives. The renovation alternative would involve limited, primarily cosmetic changes and would not change the basic size, shape, or layout of the stadium. One of the project's major goals is to expand the stadium—i.e., to significantly change its size. There is insufficient space within the existing stadium to accommodate the extensive needs and requirements for transforming it into a modern-day stadium. As detailed in "Project Purpose and Need," all aspects of the current stadium are inadequate to support baseball and stadium operations, and to meet the needs of fans, players, Yankees management and the media. Many back-of-the-house functional areas are seriously out-of-date or simply do not exist and would have to be added. With intense competing demands for the very limited space in the stadium, it would not be possible to expand space for the players, which is currently badly constrained. Adequate practice space and batting cages are lacking, and there is only one weight room, which must be shared by both the Yankees and visiting teams. For the stadium to function properly and provide a comfortable experience for fans, players, and the press, a nearly 100 percent increase in public concourse and fan amenity areas would be required. This cannot be accomplished as a renovation, or with a few incremental changes. In fact, major demolition and reconstruction would be required for any meaningful expansion, because of the stadium's poured-in-place concrete structure. Moreover, although new seats could theoretically be provided as part of a renovation, the decks could not be reconstructed to orient the seats to the field properly, and with more than 41 percent now in the steeply raked upper deck, it would be impossible, as part of a renovation, to alter the location of this seating to provide better views and comfort. In addition to expanding and modernizing the stadium, another critical goal for the project is to provide adequate parking to meet the stadium's existing demand. Therefore, this alternative would involve creation of new parking garages. Similar to those proposed for the project, these garages would have to be built on other parkland or be built along the waterfront, which, as discussed in "Waterfront Garage Alternative," below, would be infeasible given the required height of the structure, and, further would conflict with public waterfront policies and would result in unmitigatable impacts that would not occur with the proposed project.

Reconstruction

Reconstruction of the stadium on the existing site was also considered. As noted above, the existing stadium has insufficient space to accommodate modern-day baseball and stadium operations, and the stadium site itself is not large enough to allow the needed expansion at the site. To modernize the stadium and provide adequate area for pedestrian concourses, back-of-the-house operations, and improved facilities for fans, players, Yankees management and the media, the footprint would need to be expanded by 3.9 acres, to a total of 13.3 acres. As indicated, the most recently constructed stadiums have an average

stadium site footprint of 15.5 acres.) To expand the stadium structure while retaining the field in its current location, in a way that would allow the construction of a full concourse around the playing field, a 65-foot-wide ring around the existing stadium would have to be created. However, the stadium site is not large enough to accommodate this ring, because of the presence of East 161st Street, River Avenue (and the No. 4 elevated subway), and East 157th Street. Even without a full concourse encircling the playing field, an expansion of the stadium's seating areas would extend into Macomb's Dam Park and East 157th Street, and potentially into East 161st Street.

Thus, any "reconstruction" of the stadium on its current site would require shifting the playing field away from River Avenue so that the expanded stadium would not be constrained by the presence of that street and the elevated subway. Such reconstruction would therefore require complete demolition of the existing stadium and construction of a totally new stadium on a bigger site that would extend westward from the existing site across Ruppert Place and the portion of Macomb's Dam Park adjacent to Ruppert Place. This alternative was found unacceptable and infeasible, as follows.

- A stadium on the south side of East 161st Street between River and Jerome Avenues might be large enough to meet stadium criteria, but the result would be sharply inferior to the proposed project and would not meet several key project objectives. Construction on this site would displace the recreational facilities in the portion of Macomb's Dam Park west of Ruppert Place, but would not provide the opportunity for new parkland and replacement recreational facilities at the site of the existing stadium. In light of community concerns with replacing public ballfields along the Harlem River waterfront—the only site that might be available as replacement parkland under the alternative—this would result in a significant adverse impact on parkland that would not occur with the proposed project. Moreover, Garage A could not be built in the location proposed for the project. Therefore, this alternative would either fail to provide adequate off-street parking, which is one of the stated goals of the project; require that Garage A be built on other parkland; or necessitate that Garage A be built along the waterfront, which, as discussed below in "Waterfront Garage Alternative," would be infeasible, given the required height of the structure, and, further, would conflict with public waterfront policies and result in unmitigatable impacts that would not occur with the proposed project.
- The reconstruction alternative is also infeasible because demolition and reconstruction of the stadium in an area containing today's Yankee Stadium site would require the relocation of the Yankees to another venue for approximately four years. Of the various sports venues in the City, only Shea Stadium could accommodate a major-league baseball team. Thirty years ago, when the Yankee Stadium was undergoing major reconstruction, the Yankees played for three seasons at Shea Stadium. This is not possible today. The Mets are poised to build a new Shea Stadium next to the existing facility, which is widely acknowledged to be out of date. Having the Yankees play along with the Mets during construction of the new stadium would greatly exacerbate the parking impacts of the Shea Stadium project during its construction. Instead of games on 81 days, there would be games on 162 days during the approximately six-month baseball season. The current plans for parking during Shea construction include use of grassy areas and parking lots in the park, use of land beneath the Van Wyck Expressway, and the parking area for the former Ederle Theater; all of these areas are distant enough from the stadium to require shuttle buses. The likelihood of games at Shea Stadium conflicting with the U.S. Open at the Tennis Center in Flushing Meadows-Corona Park would be substantially increased. Use of the park fields for parking would displace recreational uses in those areas. Given the addition of the Yankees' schedule to that of the Mets and the U.S. Open, these areas would be effectively lost to park users during the warm weather seasons for as much as four years or more. In addition, the relocation would be particularly disruptive to the Yankees, and could be achieved only at a great cost—not only the cost of relocation, but also the costs related to loss of revenue from team sponsors who could not be accommodated at Shea. These cost penalties would likely be reflected in a

substantial increase in public sector contributions to the project. For all of these reasons, any option requiring relocation of the team is completely unacceptable to the Yankees.

NO ACTION ALTERNATIVE

With the No Action Alternative, a new stadium would not be constructed within portions of Macomb's Dam and John Mullaly Parks, and the existing stadium would remain in its current location. Regular maintenance of the existing stadium would occur, but there would be no investment to expand or upgrade the facility. Furthermore, the City would not build new parking structures, and parking Lots 12 and 13D would be removed with the construction of Gateway Center at Bronx Terminal Market, resulting in a loss of parking as compared to today. Existing parkland would not be displaced, but most new and renovated parkland would not be provided.

Alternative Compared with the Proposed Project

Land Use, Zoning, and Public Policy. The No Action Alternative would not result in an increase in parking facilities or parklands in the vicinity of Yankee Stadium. Similar to the proposed project, the No Action Alternative would not result in significant adverse impacts on land use, zoning, or public policy.

Socioeconomic Conditions. Similar to the proposed project, the No Action Alternative would not result in direct or indirect displacement of residents and businesses. With the No Action Alternative, New York City would continue to collect rent on the existing stadium, but would spend money for stadium upkeep, leading to a direct deficit of \$77 million over a 30 year period under the No Action Alternative. With the proposed project, the City would not collect rent on the new stadium, but it would also not expend funds for stadium upkeep. The new stadium would generate approximately \$58 million more annually in direct expenditures than the existing stadium. In addition, annual operation of the new parking garages would result in an estimated 33 jobs, \$0.5 million in tax revenues, and a total of \$5.4 million in economic output within New York City. Construction of a new stadium, new garages, and new parks as planned with the proposed project would produce 15,484 new construction jobs, \$2.05 billion in direct and indirect construction expenditures, and \$73.3 million in new tax revenues. Compared with the existing stadium, the proposed project would result in 1,200 new jobs, \$14.3 million in new tax revenues, and a total of nearly \$116 million in new spending. Neither the proposed project nor the No Action Alternative would result in significant adverse impacts on socioeconomic conditions. However, the No Action Alternative would not produce the fiscal benefits that would be realized with a new stadium.

Open Space. The No Action Alternative would not displace parkland, nor would it create a 4.63-acre net increase in parklands. Therefore, although the No Action Alternative would not result in significant adverse impacts on open space, it would not provide new and enhanced recreational facilities and would, therefore, not provide open space benefits that would be realized with the proposed project.

Shadows. Because the No Action Alternative would not result in new parking structures, it would not increase shadows on parklands as compared to today, but the existing stadium would continue to cast shadows on surrounding parks. However, similar to the proposed project, the No Action Alternative would not result in significant adverse impacts from stadium shadows.

Historic Resources. The No Action Alternative would not have significant adverse impacts on Buildings G, H, and J of the Bronx Terminal Market as with the proposed project. In the No Action Alternative, these buildings would remain. Since the No Action Alternative would not result in construction of Parking Garages A and C, it would not obstruct some views of the Macomb's Dam Bridge Approach that would be obscured with the proposed project.

Urban Design and Visual Resources. Neither the No Action Alternative nor the proposed project would result in significant adverse impacts on urban design or visual resources. Since the No Action Alternative would not result in the construction of Parking Garages A and C, it would not result in the contextual impacts on the Macomb's Dam Bridge Approach that would occur with

the proposed project. However, since the No Action Alternative would not provide new public open space along the Harlem River, it would not provide for the new visual resources that would be realized with the proposed project.

Neighborhood Character. Although the No Action Alternative would not result in significant adverse impacts on neighborhood character on game days as compared to today, it would not provide for the same benefits to the overall neighborhood character that would be realized with the proposed project.

Natural Resources. With the No Action Alternative, parking facilities along the waterfront would not be replaced with parkland. The No Action Alternative would not result in the removal of mature street trees or the alteration of existing parkland, both of which may serve as terrestrial habitats. However, the No Action Alternative would not result in an increase in parkland, which would increase natural habitats.

Waterfront Revitalization Program. The No Action Alternative would not provide new public waterfront access or recreational opportunities and, therefore, would not offer the same benefits to the coastal zone as the proposed project.

Infrastructure, Solid Waste and Sanitation, and Energy. Neither the No Action nor the proposed project would result in significant adverse impacts on the City's water supply, sanitary sewage systems or solid waste and sanitation services. Similarly, neither the No Action Alternative nor the proposed project would result in significant adverse energy impacts.

Traffic and Parking. Under the No Action Alternative, new parking concentrated near the stadium would not be provided, and traffic would remain more dispersed throughout the area. The current shortage of parking spaces would remain and, on game days, Yankees fans driving to the stadium would continue to circulate excessively through the area in search of hard-to-find parking spaces on-street. Illegal parking would continue to occur at several locations including, for example, along the service road of the northbound Major Deegan Expressway.

Overall traffic volumes in the area would be the same under the No Action Alternative and the proposed project since the proposed project would not be expected to generate new traffic. There would be some shifting of traffic patterns to routes and intersections closer to the new stadium's proposed parking garages under the proposed project, creating significant adverse traffic impacts. Many of these impacts could be mitigated by a range of measures. Under the No Action Alternative, adverse traffic levels of service in the area would remain even with traffic operations measures in place on game days. Significant adverse traffic impacts generated by the proposed project however, resulting from the shifting of traffic patterns, would not occur.

With the No Action Alternative, the Major Deegan Expressway would continue to operate at unacceptable levels of service E and F during all four traffic analysis periods throughout the corridor adjacent to the existing stadium. With the proposed project, nearly all levels of service would remain the same as with the No Action Alternative, but there would be significant impacts at a number of locations where traffic densities (i.e., the volume of traffic per mile per lane) would be expected to increase beyond CEQR thresholds.

Transit and Pedestrians. For the weekday and Saturday pre-game period, the No Action Alternative would produce a lower level of congestion on stairways A, C, D, E, P12, and P16 at the 161st Street-Yankee Stadium station than the proposed project; however, stairways F1, F2, and G1 would have a poorer level of service (LOS) compared to the proposed project. In the post-game periods, under the No Action Alternative operation of stairways A, C, D, E, P11, and P15 would be substantially less constrained, compared to the proposed project, but the operation of F1, F2, G1, H1, H2, P1, P3, P7, and P8 would be much worse. This variance in the operation of subway stairways results from the shifting of

passengers between the north side and south side of East 161st Street, depending on the stadium's location.

With the No Action Alternative, pedestrian travel would be concentrated south of East 161st Street. With the proposed project, pedestrian activities would shift north of East 161st Street near subway entrances and west and north of the proposed stadium where new parking facilities would be located. As a result, the proposed project would result in substantially more pedestrians crossing East 161st Street; however, the proposed project would include a widening of the west crosswalk at the intersection with River Avenue and new crosswalks at Ruppert Plaza and Macomb's Dam Bridge Approach. Generally, the proposed project would result in substandard operation of the north and east crosswalks while the No Action Alternative would result in substandard operations on the east, west, and south crosswalks. At the River Avenue intersections with West 153rd and West 157th Streets, there would be a lower concentration of pedestrian traffic on game days with the proposed project. With the No Action Alternative, there would be substandard operating levels at the River Avenue/West 153rd Street west crosswalk and at the River Avenue/West 157th Street north crosswalk during both weekday and weekend post-game peak periods—two crossings that would otherwise operate at acceptable levels with the proposed project. With the No Action Alternative, there would be no significant adverse impacts at Ruppert Plaza, as are predicted for the proposed project. In addition, the No Action Alternative would not require substantial widening of the north crosswalk at River Avenue and East 161st Street or closing a portion of River Avenue north of the intersection, additional reconfiguration of the new crossings at Ruppert Plaza and Macomb's Dam Bridge Approach, or replacing the existing waterfront pedestrian bridge with one that connects to Garage 8 and spans over East 157th Street. At other crosswalk locations, game-day congestion and widening requirements would be similar for the No Action Alternative and the proposed project.

Air Quality. As described above, the No Action Alternative would disperse traffic and parking as compared to the proposed project; therefore, it is anticipated that emissions would be less concentrated in the vicinity of the project area. However, these emissions would be dispersed elsewhere throughout the neighborhood since patrons would use other access routes and remote parking facilities. Furthermore, the heating ventilation, and air conditioning (HVAC) system of the existing system would not be modernized with the No Action Alternative; therefore, associated emissions could be greater than with a new, modern HVAC system, which would be constructed with the proposed project. Overall, similar to the proposed project, the No Action Alternative would not result in significant adverse air quality impacts.

Noise. Similar to the proposed project, the No Action Alternative would not result in significant adverse impacts from increased noise levels at sensitive receptors. However, because the No Action Alternative would not result in increased vehicular traffic in the vicinity of Macomb's Dam Park and because the No Action Alternative would not locate a new stadium in closer proximity to residences, it would result in slightly improved noise levels at these locations as compared to the proposed project.

Construction. No construction would occur on the site and at all other locations in the No Action Alternative, and the significant adverse noise and traffic impacts associated with the construction of the proposed project would not occur.

Public Health. Neither the No Action Alternative nor the proposed project is expected to result in significant adverse impacts to public health.

Waterfront Garage Alternative

The EIS impact analyses have identified significant traffic and pedestrian impacts associated with the concentration of parking spaces in proposed Parking Garages A and C. Therefore, this chapter considers an alternative that would reduce the capacity of proposed Parking Garages A and C and attempt to transfer the parking spaces to another site, specifically Parking Lots 13A and 13B on the waterfront.

Similar to the proposed project, the Waterfront Garage Alternative would include a new stadium in Macomb's Dam Park on the north side of East 161st Street. Parking Garage B would also be constructed in John Mulally Park; however, Parking Garages A and C would be reduced in size and structured parking would be built on the waterfront in the location of Parking Lots 13A and 13B. Under the Waterfront Garage Alternative, it is estimated that 1,000 to 1,500 spaces would be removed from Parking Garages A and C as compared to the proposed project. Thus, the waterfront garage would need to accommodate the 852 spaces currently available in Parking Lots 13A and 13B as well as the spaces that would be removed from Parking Garages A and C for a total of 1,852 to 2,352 spaces. The long, narrow shape of the waterfront site, which is confined by the Major Deegan Expressway and its ramps, the Macombs Dam Bridge, and the Oak Point rail link (which runs above the river parallel to the shoreline), would constrain the footprint of the garage and would require at least a four-story garage at this location to fully accommodate the 1,852 to 2,352 spaces. It would also require that the garage be built over a small inter-pier area at the southern end of the site. This would cover approximately 0.36 acres of littoral tidal wetlands, which would likely require mitigation. Additional approvals in the form of individual permits from the U.S. Army Corps of Engineers and NYSDEC would be necessary.

To avoid covering 0.36 acres of wetland and bridging over the Major Deegan Expressway exit ramp, two separate garages would have to be developed—a garage each on Lots 13A and 13B—separated by the Major Deegan Expressway exit ramp to Exterior Street (from Exit 5). To accommodate over 1,800 spaces, a single garage on either lot would range up to 16 stories in height; this is not considered feasible from a functional design perspective and therefore not a feasible or practicable alternative.

The special regulations relating to the waterfront area (Section 62 of the New York City Zoning Resolution) would apply to the design of these two garages. Specifically, the waterfront zoning requires (Section 62-341(7)) that the ground floor of the garage contain area that is not garage space, such as retail or other uses. The waterfront zoning regulations (Section 62-322) also require that a 40-foot yard be maintained along the farthest inboard point of the bulkhead line—parking is prohibited in this yard area. Waterfront zoning requirements also include upland connections to adjoining streets every 600 feet and a 40-foot walkway along the shore (Section 62-40). In addition, there are height and setback requirements under the waterfront regulations. Any wall facing the shoreline above a height of 60 feet may not be more than 100 feet tall (Section 62-341(6)). An additional 30-foot setback is required along the length of the waterfront yard above a height of 60 feet and 15-foot setbacks along any upland connections above the 60-foot height (Section 62-341(a)).

To accommodate more than 1,800 spaces in two garages and comply with the waterfront zoning requirements, a garage on Lot 13B would require at least eight levels and a garage on Lots 13A would require 11 levels. These heights would substantially exceed the height of the adjacent, elevated Major Deegan Expressway.

Like the proposed project, under the Waterfront Garage Alternative, recreational facilities would be constructed atop Parking Garages A and C and a new waterfront park would be constructed south of the existing Parking Lots 13A and 13B. Furthermore, a publicly accessible ballfield would be constructed on the site of the existing Yankee Stadium. Therefore, all of the effects associated with the new stadium, reuse of portions of the existing stadium and replacement of recreational facilities would be essentially the same as with the proposed project. The discussion below concentrates only on those elements that differ from the proposed project.

Alternative Compared with the Proposed Project

Land Use, Zoning, and Public Policy. The New York City Zoning Resolution contains special regulations to guide development along the City's waterfront in order to, among other reasons, maintain and re-establish physical and visual public access to and along the waterfront; promote a greater mix of uses in waterfront developments to attract the public and enliven the waterfront; create a desirable relationship between waterfront development and the water's edge, public access areas, and adjoining

upland communities; preserve historic resources along the City's waterfront; and protect natural resources in environmentally sensitive areas along the shore.

The Waterfront Garage Alternative would not be consistent with several of the goals of the special waterfront regulations of the New York City Zoning Resolution. Parking structures at this location would not be considered a water dependent use. The Waterfront Garage Alternative would impede physical and visual public access to an approximately 1,700 linear feet portion of the Harlem River. The Waterfront Garage Alternative would block views of nearly all of the Macombs Dam Bridge camelback truss and obstruct views of the entire historic Macomb's Dam Bridge Approach from the south as well as half of the approach from the north. Development of one large garage would require covering approximately 0.36 acres of wetland and would also not be consistent with the waterfront zoning goals to be protective of natural resources. Therefore, unlike the proposed project, the Waterfront Garage Alternative would not be consistent with the New York City Zoning Resolution special waterfront regulations.

Open Space. Both the Waterfront Garage Alternative and the proposed project would result in benefits to parklands and recreational facilities. However, because the size of Parking Garage C would be reduced with the Waterfront Garage Alternative, it would be possible to locate its rooftop recreational facility at the level of the Macomb's Dam Bridge Approach, which would improve access to this facility as compared to the proposed project. This alternative would have the same impact on open space, due to its loss of recreational facilities during construction, as the proposed project.

Shadows. The construction of one or two new parking structures along the waterfront would create transient new shadows on the Harlem River and the Macombs Dam Bridge, which would not occur with the proposed project. However, since neither resource is considered a sun sensitive receptor, these new shadows would not constitute a significant adverse impact.

Historic Resources and Urban Design and Visual Resources. The construction of Parking Garages A and C and one or two waterfront parking structures under the Waterfront Garage Alternative would obstruct views of the entire historic Macomb's Dam Bridge Approach from the south as well as half of the approach from the north. It would block views of nearly all of the bridge's camelback truss. This would constitute a significant adverse impact on the historic resource that could not be fully mitigated. Such an impact was not identified for the proposed project, because although Parking Garages A and C would block views of half of the approach, the remaining half including the truss, would remain visible.

Neighborhood Character. As described above, the construction of a waterfront parking garage in combination with Parking Garages A and C would substantially obstruct views of the Macomb's Dam Bridge Approach and the bridge's camelback truss, which would result in a significant adverse impact, and would adversely affect views of the river from other locations, which would be detrimental to the visual quality of the Harlem River. These significant adverse impacts on visual resources would not occur with the proposed project, and would be unmitigated under the Waterfront Garage Alternative.

Natural Resources. Development of one parking garage for the Waterfront Garage Alternative would cover approximately 0.36 acres of a small inter-pier basin, which, like the basins along the waterfront to the south, is probably classified as a NYSDEC littoral zone tidal wetland. Even though it would not be considered to be a high-quality wetland and the garage would deck over it rather than fill it, the permanent cover would constitute an adverse impact requiring mitigation in the form of a replacement wetland of higher quality. This impact and mitigation requirement would not occur with the proposed project.

Waterfront Revitalization Program. Although, like the proposed project, the Waterfront Garage Alternative would improve public access to the waterfront, it would significantly adversely impact views of the Macombs Dam Bridge structure and camelback truss from this new waterfront park and would block views of the river from other locations, which is detrimental to the visual quality of the Harlem River. Furthermore, although the Waterfront Garage Alternative would not change the use of this

waterfront parcel, the bulk of the structure that would be needed to house the requisite number of parking spaces would result in significant new construction on the Harlem River that is inconsistent with the City's current policy for development of this waterfront area. Specifically, the Waterfront Garage Alternative would be inconsistent with Policies 8 and 9 of the WRP—to provide public access along New York City's coastal waters and protect scenic resources that contribute to the visual quality of the New York City coastal area, respectively. Overall, both the proposed project and the Waterfront Garage Alternative would improve public access to the waterfront; however, the Waterfront Garage Alternative would diminish the historic and visual quality of the waterfront, would intensify a use on the waterfront that is neither water-dependent nor water-enhancing, and therefore would be inconsistent with the goals and objectives of the Waterfront Revitalization Program.

Traffic and Parking. The Waterfront Garage Alternative might have the potential to reduce significant traffic impacts at intersections along Jerome Avenue and the Macomb's Dam Bridge Approach that would be expected to occur under the proposed project. Under this alternative, up to 2,352 cars would reach their parking spaces via southbound Exit 6 off the Major Deegan Expressway to "Bronx Terminal Market," and would not circulate on the local street network. Return trips to the northbound expressway would be made via a U-turn onto the ramp from Exterior Street that leads to the expressway, near East 157th Street, also avoiding the local street network. Thus, a substantial portion of stadium traffic that would have used Jerome Avenue and Macomb's Dam Bridge Approach with the proposed project would not pass through these critical locations. Although this shift in parking may not fully mitigate the impacts of the proposed project that were identified at these locations, it would decrease the anticipated vehicle delays, and would require, at most, a less stringent mitigation package than the proposed project.

Transit and Pedestrians. Under the Waterfront Garage Alternative, transit service and usage would be similar to conditions under the proposed project, but pedestrian routes to the proposed stadium would vary. More pedestrians would need to cross over to the east side of the Metro-North Railroad tracks via the enclosed pedestrian bridge, which currently accommodates patrons traveling via the Yankee Clipper Ferry or parking at Parking Lots 13A, 13B, 13C, and 13D. With a new parking garage constructed at existing Parking Lots 13A and 13B, an estimated 4,125 additional pedestrians during game-day peak hours could traverse this pedestrian bridge. This level of pedestrian volume increase could be accommodated by the proposed new pedestrian bridge, which would be made ADA compliant, connect with the second level of Garage 8, and span over East 157th Street onto Ruppert Plaza. Under the Waterfront Garage Alternative, more pedestrians would need to travel the length of Ruppert Plaza and cross East 161st Street there than with the proposed project. It is expected that Ruppert Plaza would be designed to meet the increased demand. However, at the proposed at-grade East 161st Street crossing at Ruppert Plaza on peak game days, which is projected to be congested under the proposed project, would be further exacerbated. At the same time, conditions at the Macomb's Dam Bridge Approach, which were also identified as a critical vehicular and pedestrian location under the proposed project, would realize a lower level of activity, with resulting improvements in both vehicular and pedestrian traffic flows as compared to the proposed project.

Air Quality. Under Like the proposed project, the Waterfront Garage Alternative would not result in significant adverse air quality impacts.

Noise. Like the proposed project, traffic from the Waterfront Garage Alternative would not result in significant increases in noise levels at sensitive receptors. The impact of ambient noise levels on the proposed new parkland would be the same for this alternative and the proposed project.

Construction. The The Waterfront Garage Alternative would result in the loss of Parking Lots 13A and 13B during construction, which would temporarily reduce the supply of Yankee Stadium parking. Construction at this location may also require restricted access or lane closures on the Major Deegan Expressway and its ramps at 161st Street. Therefore, the Waterfront Garage Alternative may have greater construction period impacts on traffic circulation and parking than the proposed project. The potentially

significant construction noise impacts identified with the proposed project would be the same with this alternative.

Conclusion

The Waterfront Garage Alternative would be inferior to the proposed project and was not selected for the following reasons:

- It would be inconsistent with the goals and objectives of the New York City Zoning Resolution Waterfront Regulations.
- It would result in significant adverse impacts on historic and visual resources that could not be mitigated.
- It would be inconsistent with the goals and objectives of the WRP.
- It would cover a littoral zone tidal wetland if one garage were constructed, constituting a significant adverse impact requiring mitigation, and requiring additional regulatory approvals.
- It would likely have greater traffic and parking impacts during construction than the proposed project.
- Although it would relieve traffic congestion on Jerome Avenue and the Macomb's Dam Bridge Approach and reduce impacts at the intersections of those two streets and East 161st Street, some mitigation would still likely be required. This benefit would not outweigh the additional unmitigated impacts and the unacceptable contravention of current City policy regarding development of this waterfront that would result from the Waterfront Garage Alternative.

ALTERNATIVE PARK PLAN

In response to comments on the DEIS indicating a desire for more ballfields and contiguous park area in immediate proximity to East 161st Street, a construction schedule that would minimize the duration of time that recreational facilities would be unavailable, and concern about the visual effect of the elevated tennis concession atop parking Garage C (in fall and winter months when a tennis bubble would be inflated), NYCDPR proposes a revised program for park development, the "Alternative Park Plan."

The Alternative Park Plan would develop three ballfields at the site of the existing Yankee Stadium and locate the tennis concession at the proposed waterfront park. The Alternative Park Plan would create a unified and contiguous 17.36-acre park area south of East 161st Street containing most of the neighborhood-oriented active recreational amenities proposed as part of the project. The Alternative Park Plan would also more closely replicate the use and function of the existing Macomb's Dam Park.

The Alternative Park Plan is reflected in a modified ULURP application for approval of a major concession (Application No. C060148(A) MCX). The Alternative Park Plan would only modify the replacement recreational facilities as proposed by the project—this alternative does not include any changes to the proposed stadium or parking facilities. Specifically, the Alternative Park Plan includes the following elements:

- Three natural turf ballfields—a baseball field, a softball field, and a little league field—would be located in the proposed parkland at the site of the existing stadium. Under the proposed project, this park area would contain only one baseball field—Heritage Field.
- The existing Yankee Stadium would be completely demolished and the field would be raised with fill to bring the area to an elevation that more closely matches Ruppert Place. Under the proposed project, the playing field, dugouts, some of the field seats (no more than 3,000 seats), and locker rooms under the field seats of the existing stadium would be retained and adapted as a public baseball field. With the Alternative Park Plan, none of these features would remain. However, the

Alternative Park Plan would include opportunities to "interpret" the former Yankee Stadium, such as retaining the foul poles of the existing stadium, preserving portions of the outfield (both the existing and 1923 stadium layouts), locating park entrances at the major stadium gate locations, and using informational markers to denote other elements of the former stadium (e.g., the location of home plate).

- Four basketball courts would be located in the park area west of Ruppert Place. Under the proposed project, this park area would contain two basketball courts and two tennis courts, with an additional 14 tennis courts atop proposed parking Garage C. The Alternative Park Plan would accommodate all 16 tennis courts at a tennis concession along the waterfront, making room for four basketball courts in the unified central park. The other recreational facilities proposed for this park area remain unchanged from the proposed project (a full-size soccer field, a 400-meter athletic track, a little league field, nine handball courts, and a tot-lot with climbing and play equipment).
- The tennis concession would be located at the new waterfront park. Under the proposed project, the waterfront park area would contain two artificial turf ballfields and the tennis courts would be located atop proposed Garage C. The Alternative Park Plan would include 16 tennis courts at the waterfront park, consistent with the existing number of courts, and all or a portion of the courts would be covered by a bubble during the winter months (approximately 26 weeks).
- The existing Bronx Terminal Market Building J would be preserved and adapted for park uses, including a tennis house, which would provide a comfort station, administrative space for the concession, and lockers and other amenities for the tennis players. Space not used for the concession in Building J would be utilized by NYCDPR for maintenance and operation purposes. Building J is a historic (S/NR-eligible) two-story former power house that is currently vacant. Under the proposed project, Building J would be demolished, a small comfort station would be constructed in the southern portion of the waterfront park, and surface parking would be constructed at the former location of Building J. By retaining Building J, the Alternative Park Plan would not include a separate comfort station in the southern portion of the waterfront park.
- Approximately 50 parking spaces would be available for tennis patrons during non-game times in Parking Lot 13A, which is located directly to the north of and adjacent to the proposed tennis concession. Under the proposed project, parking at this location was proposed to be available only for Yankees games.
- New passive park space and a pedestrian esplanade would surround the tennis courts along the waterfront. This is similar to the pedestrian esplanade and passive park space surrounding the ballfields proposed at the waterfront park under the proposed project.
- The height of proposed parking Garage C would be one level lower than under the proposed project since the tennis concession would no longer be located on its roof. As compared to the height of Garage C under the proposed project, this reduction would be approximately 11 feet in the summer, when the tennis courts on the roof would be open air, and approximately 50 feet in the fall through spring months when the tennis bubble would be inflated.
- By retaining and adapting Bronx Terminal Market Building J for park uses, as compared to demolishing the building and using the area for surface parking under the proposed project, the Alternative Park Plan would result in an increase of 0.4 acres of usable recreational facilities at

the waterfront park. However, removing the tennis concession from the roof of Garage C would result in 2.89 fewer acres of replacement recreational facilities than the proposed project at this location so that, overall, the Alternative Park Plan would result in a net increase of 2.14 acres of recreational facilities, as compared to a net increase of 4.63 acres under the proposed project.

Alternative Compared with the Proposed Project

Land Use, Zoning and Public Policy. The Alternative Park Plan would develop the same amount of new parkland at the site of the existing Yankee Stadium and along the waterfront as the proposed project. Although the Alternative Park Plan would not result in new recreational facilities atop parking Garage C, this portion of Macomb's Dam Park is currently used as surface parking. Therefore, like the proposed project, the Alternative Park Plan is consistent with existing land uses in the project area and would not result in significant adverse impacts on adjacent land uses.

The Alternative Park Plan would result in the same areas to be mapped as new parkland, including the new parkland to be developed along the waterfront, and the leasing of existing mapped parkland, as the proposed project. The design and location of parking Garage D, and the requirements for special permits, would be the same for both the proposed project and the Alternative Park Plan. Under the Alternative Park Plan, the existing Yankee Stadium site would be designated as new parkland and developed with three public recreational ballfields—a public use permitted in the Yankee Stadium Urban Renewal Plan. The Alternative Park Plan would not affect any other portions of the project area located within the Amended Yankee Stadium Urban Renewal Plan. Therefore, the Alternative Park Plan, like the proposed project, is consistent with the First Amended Yankee Stadium Urban Renewal Plan.

The Alternative Park Plan would locate public tennis courts at the new waterfront park, which would be consistent with New York City Zoning Resolution special regulations to guide development along the City's waterfront, the New York City WRP, and the Bronx Borough President's new Bronx Waterfront Plan and Yankee Stadium Neighborhood Development Plan. Like the proposed project, the Alternative Park Plan would not result in any significant adverse zoning or public policy impacts.

Socioeconomic Conditions. The Alternative Park Plan, like the proposed project, would not directly displace any residential population nor any business or institutional uses. The Alternative Park Plan would relocate park and recreational facilities very close to their original location. Therefore, indirect residential displacement is not expected to occur as a result of the Alternative Park Plan. Like the proposed project, the Alternative Park Plan would not alter existing economic patterns in the study area and so would not cause indirect displacement of businesses and institutions. The Alternative Park Plan would not significantly affect business conditions or substantially reduce employment or impair the viability of any specific industry or category of business in The Bronx or the City as a whole. Like the proposed project, the Alternative Park Plan would not result in any significant adverse impacts to the socioeconomic character of the project's study area.

Open Space and Recreation. The Alternative Park Plan would create a unified and contiguous 17.36-acre park area south of East 161st Street containing most of the neighborhood-oriented active recreational amenities proposed as part of the project. Like the proposed project, this new centrally located park would be larger than the total park area that would be displaced in the portions of Macomb's Dam and John Mullaly Parks located north of East 161st Street and contain new, modern facilities to replace older, and in some cases worn, facilities. By proposing three ballfields at the new park area south of East 161st Street, the Alternative Park Plan would also more closely replicate the use and function of the existing Macomb's Dam Park. The ballfields south of East 161st Street would continue to accommodate groups using multiple fields at a location simultaneously. The Alternative Park Plan would also result in a net increase of two basketball courts as compared to existing conditions.

The Alternative Park Plan would provide the same amount of new parkland as the proposed project, 15.82 acres, consisting of the current Yankee Stadium site and Ruppert Place, the waterfront park, and the new parks along River Avenue. By retaining and adapting Bronx Terminal Market Building J for park uses, as compared to demolishing the building and using the area for surface parking under the proposed project, the Alternative Park Plan would result in an increase of 0.4 acres of usable recreational facilities at the waterfront park. However, by removing the tennis concession from the roof of Garage C, the Alternative Park Plan would result in 2.89 fewer acres of active parkland use at this location. As with the proposed project, Garage C would be built on a portion of Macomb's Dam Park that is currently used for surface parking. Overall, the Alternative Park Plan would result in a net increase of 2.14 acres of open space and recreational facilities. The increased net acreage for the recreation facilities would benefit park users. As discussed further below under the "Construction Impacts" section, the Alternative Park Plan would have a different overall construction schedule as compared to the proposed project. As a result of this construction schedule, the Alternative Park Plan would develop temporary recreational facilities to minimize to the maximum extent practicable, the duration of time that recreational facilities would be unavailable. Like the proposed project, prior to construction of the new stadium, a temporary running course would be created around the two ballfields in the portion of Macomb's Dam Park west of Ruppert Place. This running course would be available in the spring and summer of 2006. In the fall of 2006, the area for proposed parking Garage C (existing parking Lot No. 1) would be developed with a temporary running course (suitable for walking, jogging and recreational running, but not for competitive track meets). This area would also contain a synthetic turf multi-purpose interim field. The field would be striped to accommodate a softball field and children's soccer field(s) such that either could be accommodated on a given day, but not both at the same time. Like the proposed project, when construction displaces these temporary facilities, the esplanade surrounding the new Harlem River waterfront park would serve as a running course and would be available until the permanent track is available.

LWCF Section 6(f) Compliance

The Alternative Park Plan would result in different recreational programming at the replacement parcels associated with the requirements of Section 6(f) of the LWCF, as compared to the proposed project. The Alternative Park Plan would have the same proposed use for the Macomb's Dam Park conversion parcel as the proposed project (i.e., the new Yankee Stadium). As described in "Open Space and Recreation," the conversion parcel (Site 1 in Table 1) currently contains a 400-meter running track with a soccer field inside the track and spectator stands at the edge of the track, a baseball field (90-foot infield), and a softball field (60-foot infield). Under the Alternative Park Plan, the waterfront replacement parcel (Site 4) would contain tennis facilities and a pedestrian promenade as compared to ballfields under the proposed project. The Alternative Park Plan would replace all the ballfields currently located on the Section 6(f) conversion parcel at the replacement parcel located south of East 161st Street and east of Ruppert Plaza (Site 2), although one 90-foot infield ballfield would be replaced by a 60-foot infield ballfield (see Table S-4) Like the proposed project, the design of Ruppert Plaza (Site 3) would include significant landscaping, including shaded areas and passive park amenities, such as benches, resting areas, and pedestrian walkways.

Table 1
Alternative Park Plan Section 6(f) Parcels: Recreational Facilities

Site #	Type of 6(f) Parcel	Recreational Facilities
1	Conversion	400-meter Track with Soccer Field and Spectator Stands Softball Field (60-foot infield) Baseball Field (90-foot infield)
2	Replacement	Baseball Field (60-foot infield) Little League Baseball Field (90-foot infield) Softball Field (60-foot infield)
3	Replacement	Passive Park-Ruppert Plaza
4	Replacement	Tennis Facilities (16 courts)

All of the replacement facilities would be located within ½-mile of the converted facilities under the Alternative Park Plan. Three ballfields would be located across the street, approximately 600 feet, from the existing ballfields. Tennis facilities, not currently located on the conversion parcel, would be located at the replacement parcel along the Harlem River waterfront. Section 6(f) requires that the proposed replacement facilities are of reasonably equivalent usefulness and location as the converted property. As described above, the replacement facilities under the Alternative Park Plan—three ballfields, tennis courts, and a pedestrian promenade—would provide equal recreational usefulness to the public.

Like the proposed project, subway access to the replacement parcels under the Alternative Park Plan would generally be equivalent to that of the conversion parcel. As the replacement parcels that would contain ballfields for the Alternative Park Plan are located across the street from the conversion parcel, they would use the same subway access at River Avenue and East 161st Street.

As described below under Construction Impacts, although all of the replacement parcels would be mapped as parkland at the outset of the project, the recreational facilities and improvements proposed by the Alternative Park Plan would be implemented over the course of the construction period, ending in 2010. By 2007, the Harlem River waterfront replacement parcel would be completed and the recreational facilities available to the public. However, during the 2009 to 2010 construction period, replacement facilities would not be available at the existing Yankee Stadium replacement parcel because the existing stadium cannot be converted as replacement ballfields under the Alternative Park Plan until the proposed stadium is completed and operational and the existing stadium can be demolished. However, as described above there would be a temporary softball field available during part of the construction period. This gap in the availability of the replacement facilities under the Alternative Park Plan would be temporary and the replacement facilities would ultimately provide reasonably equivalent recreational usefulness to the public. NYCDPR would also work with displaced baseball and softball user groups to find playing time at nearby recreational fields as close as possible to Macomb's Dam Park.

An appraisal of the fair market value of both the portion of Macomb's Dam Park that would be utilized, as well as that of the properties proposed for substitution under the Alternative Park Plan has been conducted as part of the formal conversion proposal to satisfy the Section 6(f) requirements. The remaining evaluations required under Section 6(f), as described in "Open Space and Recreation," including alternatives and consistency with the Statewide Comprehensive Outdoor Recreation Plan, would be the same for the proposed project and Alternative Park Plan. Like the proposed project, the Alternative Park Plan would not result in any significant adverse impacts to open space. The Alternative Park Plan would comply with the requirements of Section 6(f) of the LWCF and the New York State legislation authorizing the alienation of certain areas of currently mapped parkland.

Shadows. As proposed by the Alternative Park Plan, parking Garage C would have a lower overall height as compared to the proposed project. The existing Yankee Stadium would also be completely demolished under the Alternative Park Plan. Therefore, the incremental shadows on portions of Macomb's Dam Park would be smaller as a result of the Alternative Park Plan as compared to the proposed project. Like the proposed project, the Alternative Park Plan would not result in any significant adverse shadow impacts on open space.

Historic Resources. The Alternative Park Plan would result in the complete demolition of Yankee Stadium. Under the proposed project, the existing Yankee Stadium would retain certain features of the ballpark. Although Yankee Stadium has been located on its present site for more than 80 years the New York State Office of Parks, Recreation and Historic Preservation found that it has been so altered by its major renovation in 1973, that it is not eligible for listing on the State and National Registers of Historic Places, and the New York City Landmarks Preservation Commission has concurred in this conclusion. Therefore, like the proposed project, demolition of the existing Yankee Stadium under the Alternative Park Plan would not result in any significant adverse impacts to historic resources.

The Alternative Park Plan would retain and preserve Bronx Terminal Market Building J for park uses including a comfort station, administrative space for the concession, and lockers and other amenities for the tennis players. Building J is a historic (S/NR-eligible) two-story former power house that is currently vacant. Under the proposed project, Building J would be demolished, along with Bronx Terminal Market Buildings G and H (S/NR-eligible). The Alternative Park Plan would also include the demolition of Bronx Terminal Market Buildings G and H. The Alternative Park Plan, like the proposed project, would result in significant adverse impacts to historic resources due to the demolition of Bronx Terminal Market Buildings G and H, but it would preserve Building J, a benefit compared to the proposed project. An alternatives analysis, prepared and submitted to SHPO to evaluate the potential for retaining and revising Building G and H, concluded that there was no viable use for these structures under the Alternative Park Plan, since returning Bronx Terminal Building J obviated the need for any other park structures. In a letter dated February 8, 2006, SHPO concurred that there was no prudent or feasible alternative to the demolition of these structures.

The mitigation measures described in "Mitigation," for demolition of Bronx Terminal Market Buildings G and H would apply to both the proposed project and the Alternative Park Plan. However, mitigation associated with the demolition of Bronx Terminal Market Building J for the proposed project would not apply to the Alternative Park Plan. Instead, NYCDPR would consult with SHPO as the design for the rehabilitation and adaptive reuse of Bronx Terminal Market J is advanced. The mitigation measures developed with SHPO would be recorded in an MOA to be entered into among NYCDPR, the National Park Service, and SHPO, and implemented to partially mitigate the effects of the Alternative Park Plan on historic resources. The MOA would also set forth the process by which NYCDPR would consult with SHPO regarding designs for the reuse of Bronx Terminal Market J and the proposed alterations to the Macomb's Dam Bridge Approach. The terms in the Draft MOA have been developed in consultation with SHPO and NPS, and is anticipated to be entered into among the parties.

Urban Design and Visual Resources. The Alternative Park Plan would modify the locations of the recreational facilities to be developed in the project area as compared to the proposed project. These include changing the location of the tennis courts from the roof of Garage C under the proposed project to the waterfront under the Alternative Park Plan, and changing the location of two ballfields from the waterfront under the proposed project to the existing Yankee Stadium site under the Alternative Park Plan. Since the Alternative Park Plan would create a waterfront park and provide a continuous open area of parkland south of East 161st Street, like the proposed project, this alternative would not have a significant adverse impact on the urban design of the study area.

The Alternative Park Plan would create new visual resources in the study area of a character comparable to those currently located in the area. The tennis facilities and waterfront park proposed by the Alternative Park Plan would create an active recreation space surrounded by attractive landscaping, like the proposed project, in an area that currently has no such amenities. Like the proposed project, the Alternative Park Plan would require removal of mature trees within and adjacent to the existing Macomb's Dam and John Mullaly Parks. However, since the Alternative Park Plan would completely demolish the existing Yankee Stadium structure, more trees could be planted at this proposed park area.

Like the proposed project, Parking Garages A and C under the Alternative Park Plan would reduce the visibility of the Macomb's Dam Bridge Approach between the Major Deegan Expressway and East 161st Street. Therefore, like the proposed project, the Alternative Park Plan would result in adverse—but not significant—impacts on visual resources. The most prominent and distinguished portion of the bridge—namely, its two differently configured truss structures that are west of the project area—would remain unaffected by both the Alternative Park Plan and the proposed project. It is expected that the winter tennis bubble to be erected on the waterfront, an approximately 40-foot-tall temporary structure, would not be prominently visible from the upland due to the intervening elevated Major Deegan Expressway above Exterior Street. Therefore, like the proposed project, the Alternative Park Plan would not result in any significant adverse impacts on visual resources.

Neighborhood Character. The Alternative Park Plan would not change the type of land uses or design and scale of development located in the study area. As described above, the Alternative Park Plan was developed in response to comments on the DEIS indicating a desire for more ballfields and contiguous park area in immediate proximity to East 161st Street and concern about the visual effect of the elevated tennis concession atop parking Garage C (in fall and winter months when a tennis bubble is inflated). Overall, the Alternative Park Plan would create a positive effect on the character of the area by creating a unified 17.36-acre park area south of East 161st Street, containing new, modern facilities to replace older, and in some cases worn, facilities. By moving two ballfields from the waterfront park to the new park area south of East 161st Street, the Alternative Park Plan would also more closely replicate the use and function of the existing Macomb's Dam Park.

The Alternative Park Plan would not change the areas to be mapped as new parkland nor the roadways to be demapped in the project area under the proposed project. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. Therefore, the Alternative Park Plan would have the same peak traffic and parking, pedestrian, and noise conditions and as the proposed project. Like the proposed project, the Alternative Park Plan would not result in significant adverse impacts on neighborhood character.

Natural Resources. The Alternative Park Plan would, like the proposed project displace the limited wildlife habitat contained in Macomb's Dam and John Mullaly Parks. Both the Alternative Park Plan and the proposed project would require the removal of mature trees within the existing Macomb's Dam and John Mullaly Parks. However, since the Alternative Park Plan would completely demolish the existing Yankee Stadium structure, more trees could be planted at this proposed park area. Therefore, like the proposed project, the Alternative Park Plan would not result in any significant adverse impacts to terrestrial resources.

Like the proposed project, the waterfront park area proposed by the Alternative Park Plan would not result in significant adverse impacts on the floodplain, wetlands, water quality or aquatic biota of the Harlem River. The waterfront park area proposed by the Alternative Park Plan would include the same improvements to the existing shoreline stabilization as the proposed project, which would enhance the waterfront for park users and aquatic habitat where possible. The natural turf ballfields at the site of the existing stadium proposed by the Alternative Park Plan would result in a decrease of stormwater runoff as compared to Heritage Field under the proposed project. The tennis courts at the waterfront park area proposed by the Alternative Park Plan would result in approximately the same amount of stormwater as compared to the artificial turf ballfields under the proposed project, both of which include more pervious surface and therefore result in less stormwater runoff than under existing conditions. Therefore, the Alternative Park Plan would result in a decrease of stormwater discharges during rainfall events as compared to the proposed project, and have a beneficial effect to the floodplain. Like the proposed project, potential adverse effects on water quality resulting from the discharge of stormwater during construction of the Alternative Park Plan would be minimized through implementations of a SWPPP, which would include stormwater detention facilities. Therefore, like the proposed project, the Alternative Park Plan would not result in any significant adverse impacts on Harlem River water quality.

Hazardous Materials. As described in "Hazardous Materials," there are two 15,000-gallon underground storage tanks (USTs) at the existing stadium. There is an open NYSDEC Spill number (98-13424) associated with these tanks. At the time the DEIS was completed, it had not been determined whether those tanks would remain at the proposed Heritage Field. These tanks would need to be removed under the Alternative Park Plan, and removal would be conducted according to the requirements of the NYSDEC Spills program to obtain closure of Spill No. 98-13424, including preparation and approval of a HASP, and/or RAP, as appropriate. In accordance with these requirements, removal of the tanks under the Alternative Park Plan would not result in any significant adverse impacts with respect to hazardous materials.

Like the proposed project, all activities involving disturbance of existing soils associated with the Alternative Park Plan would be conducted in accordance with a NYCDEP-approved RAP, including a HASP, to protect site workers and the surrounding community from exposure to hazardous materials during construction in areas where soil excavation and/or remediation would occur. Like the proposed project, with the implementation of all State- and City-approved HASPs and RAPs, the Alternative Park Plan would not result in any significant adverse impacts with respect to hazardous materials.

Waterfront Revitalization Program. The only component of the Alternative Park Plan that is within the coastal zone is the proposed tennis facility at the new waterfront park and retention of Bronx Terminal Market Building J. Like the proposed project, the Alternative Park Plan would create new open space and public recreational facilities along the Harlem River, establish physical and visual public access to the Harlem River waterfront, and result in waterfront uses that attract the public and enliven the waterfront as well as benefit the surrounding community. Like the proposed project, the tennis facility proposed by the Alternative Park Plan would be consistent with the City's 10 WRP coastal policies, and the WRP's guiding principle of maximizing benefits derived from economic development, environmental preservation, and public use of the waterfront while minimizing conflicts among these objectives. The preservation of Building J under the Alternative Park Plan, which would be demolished under the proposed project, would also be considered a benefit under the WRP. In addition, like the proposed project, the tennis facilities proposed by the Alternative Park Plan would be consistent with the Bronx Waterfront Plan issued by the Bronx Borough President, Adolfo Carrion, Jr., and its objectives to improve existing parkland, develop pedestrian connections to the Harlem River waterfront, and redevelop the Bronx Terminal Market to include a waterfront open space. Like the proposed project, the Alternative Park Plan would be consistent with the City's WRP.

Infrastructure. The Alternative Park Plan, like the proposed project, would require the relocation of several large water and sewer mains which are not expected to cause an interruption to water supply and sewage disposal in the area. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. The Alternative Park Plan would have the same total amount and types of recreational facilities as the proposed project. However, Heritage Field, which would retain 3,000 field seats of the existing Yankee Stadium under the proposed project, would be eliminated under the Alternative Park Plan. Therefore, the Alternative Park Plan would have slightly smaller peak water and sewage demands as compared to the proposed project and would not result in any significant adverse impacts to the existing water supply and sewage treatment.

The natural turf ballfields at the site of the existing stadium proposed by the Alternative Park Plan would result in a decrease of stormwater runoff as compared to Heritage Field under the proposed project. The tennis courts at the waterfront park area proposed by the Alternative Park Plan would result in approximately the same amount of stormwater as compared to the artificial turf ballfields under the proposed project, both of which include more pervious surface than under existing conditions and therefore result in less stormwater runoff than the future without the proposed project. Like the proposed project, the Alternative Park Plan would install detention facilities as necessary to reduce the rate of discharge into the City sewer system and meet the flow requirements of the NYCDEP. Therefore, like the proposed project, the the Alternative Park Plan would not result in any significant adverse impacts to the existing water supply, sewage treatment, and stormwater discharge systems.

Solid Waste and Sanitation Services. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. The Alternative Park Plan would have the same total amount and types of recreational facilities and uses as with the proposed project except for Heritage Field. Therefore, the Alternative Park Plan would have slightly lower solid waste generation and demand on sanitary services than the proposed project. Like the proposed project, the Alternative Park Plan would not have a significant adverse impact on solid waste and sanitation services.

Energy. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. The Alternative Park Plan would have the same total amount and types of recreational facilities and uses as with the proposed project. Therefore, the Alternative Park Plan would have the same energy demand as the proposed project. Like the proposed project, the Alternative Park Plan would not have a significant adverse energy impact.

Traffic and Parking. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. Transportation effects from the proposed project include a trip increment for the additional parkland. Since the Alternative Park Plan would not result in an increase of parkland over that of the proposed project, and the proposed stadium and parking garages would be on the same locations, the Alternative Park Plan would have the same overall peak traffic and parking conditions as the proposed project.

The traffic mitigation measures described in "Mitigation" would be employed for both the proposed project and the Alternative Park Plan. These mitigation measures include standard traffic capacity improvements applied to individual intersections (e.g., signal retiming) combined with an overall game-day traffic management plan. However, even with these strategies in place, there would be several local intersection areas where standard traffic capacity improvements applied in tandem with a game-day traffic management plan would not be sufficient to fully mitigate impacts. These locations are: (1) River Avenue and East 161st Street; (2) Macomb's Dam Bridge Approach and East 161st Street; and (3) Jerome Avenue, Ogden Avenue, and the loop ramp to the Macomb's Dam Bridge. Like the proposed project, the Alternative Park Plan would result in significant adverse traffic impacts at these local intersections within the traffic study area.

Transit and Pedestrians. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. Transportation effects from the proposed project include a trip increment for the additional parkland. Since the Alternative Park Plan would not result in an increase of parkland over that of the proposed project, and the proposed stadium and parking garages would be on the same locations, the Alternative Park Plan would have the same overall peak transit and pedestrian conditions as the proposed project.

The transit and pedestrian mitigation measures described in "Mitigation" would be employed for both the proposed project and Alternative Park Plan. With these measures, significant adverse impacts at the 161st Street-Yankee Stadium Station would be mitigated. Significant adverse pedestrian impacts would also be mitigated for the three existing crosswalks at River Avenue and East 161st Street and at the new Ruppert Plaza crossing. Like the proposed project, the Alternative Park Plan would not result in any unmitigatable significant adverse transit and pedestrian impacts.

Air Quality. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. Therefore, the Alternative Park Plan would have the same peak traffic and parking conditions and as the proposed project. Like the proposed project, the Alternative Park Plan would not result in significant adverse air quality impacts due to mobile sources. The combustion source air quality effects from the Alternative Park Plan—HVAC systems at the proposed stadium and emergency generators at the proposed stadium and garages—would be the same as with the proposed project. Like the proposed project, the Alternative Park Plan would not result in significant adverse air quality impacts due to stationary sources. The Alternative Park Plan would have the same total distance between the proposed open space and existing sources of industrial emissions. Therefore, like the proposed project, the Alternative Park Plan would not result in significant adverse air quality impacts due to industrial sources. Overall, like the proposed project, the Alternative Park Plan would not have any significant adverse air quality impacts.

Noise. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. Therefore, the Alternative Park Plan would have the same peak traffic and parking conditions and as the proposed project. Like the proposed project, noise levels within the new parks proposed at River Avenue and East 157th Street and within the new proposed Harlem River waterfront park located west of Exterior Street and the Major Deegan Expressway under the Alternative Park Plan, would be above the 55 dBA L₁₀₍₁₎ noise level for outdoor areas requiring serenity and quiet contained in

the CEQR noise exposure guidelines. The high noise levels at these new park locations are independent of either the proposed project or the Alternative Park Plan. Based on CEQR criteria, the noise levels at these new parks would result in potentially significant noise impacts on users of these new parks. There are no practical and feasible mitigation measures that could be implemented to reduce noise levels within these parks to below the 55 dBA L₁₀₍₁₎ guideline noise level. Noise barriers and/or berms would not be practicable. Noise levels in these new parks would be comparable to noise levels in a number of existing parks in New York City. However, based upon CEQR impact criteria, both the Alternative Park Plan and the proposed project would result in an unmitigated significant noise impact on users of these new parks.

Construction. The Alternative Park Plan would have a different overall construction schedule as compared to the proposed project. Table 2 provides a summary of the completion date for the major components to the project

**Table 2
Alternative Park Plan Estimated Construction Schedule**

Description	Length of Construction	Estimated Completion Date
Temporary Running Course 1 (Macomb's Dam Park south of East 161st Street)	2 months	April 2006
Temporary Running Course 2 (future location of Garage C)	2 months	April 2007
Permanent Competitive Track	1 year	November 2008
Harlem River Waterfront Park - Tennis Courts	1 year	June 2007
Waterfront Esplanade	1½ years	April 2008
Passive Use Parklands along River Avenue	6 months	September 2008
Parking Garage A, Phase 1	1¼ years	April 2008
Parking Garage A, Phase 2	9 months	July 2009
Recreational Facilities Over Garage A, Phase 1	1 year	November 2008
Parking Garage D	1 year	December 2007
Parking Garage B	1 year	February 2009
Parking Garage C	1 year	October 2009
Yankee Stadium	3 years	March 2009
Recreational facilities Over Garage A, Phase 2	1½ years	December 2010
Heritage Park	1½ years	December 2010
Babe Ruth Plaza	2 years	December 2010
Sources: Tishman Speyer Development and NYCDPR.		

The Alternative Park Plan would accelerate the construction of all the replacement recreational facilities with the exception of the ballfields (see Table 3), as compared to the proposed project. By moving the replacement ballfields to the site of the existing stadium in immediate proximity to East 161st Street and the surrounding community, the two ballfields that would be constructed at the waterfront would be completed later. In addition, the Alternative Park Plan would also provide a temporary softball field during a part of the construction period. NYCDPR would work with displaced baseball and softball field user groups to find playing time at nearby recreational fields as close as possible to Macomb's Dam Park.

Table 3
Alternative Park Plan Displacement and Replacement of Recreational Facilities

Facility	New Location	Date Closed	Date Operational	Years Closed
8 tennis courts	Waterfront Park	2007 1st Q	2007 1st Q	0
8 tennis courts	Waterfront Park	2006 2nd Q	2007 1st Q	¾
Harlem River Esplanade ¹	Waterfront Park	New Facility	2008 2nd Q	NA
Passive recreation ¹	River Avenue Park	New Facility	2008 3rd Q	NA
Competitive Track ²	Macomb's Dam Park atop Garage A (Phase I of Garage)	2006 2nd Q	2008 4th Q	2½
Soccer field	Macomb's Dam Park atop Garage A (Phase I of Garage)	2006 2nd Q	2008 4th Q	2½
Basketball courts (2)	Macomb's Dam Park atop Garage A (Phase I of Garage)	2007 1st Q	2008 4th Q (4) ³	1¾
8 handball courts	Macomb's Dam Park atop Garage A (Phase I of Garage)	2006 2nd Q	2008 4th Q (9 courts)	2½
90-foot ballfield	Macomb's Dam Park atop Garage A (Phase II of Garage)	2006 2nd Q	2010 1st Q	4½
60-foot ballfield	Heritage Park	2006 2nd Q	2010 1st Q	4½
90-foot ballfield	Heritage Park	2007 1st Q	NA ³	NA ⁴
60-foot ballfield	Heritage Park	2007 1st Q	2010 1st Q	3¾
60-foot ballfield	Heritage Park	New Facility	2010 1st Q	NA ⁴
24 handball courts	None ⁴	2007 1st Q	NA ⁴	NA ⁴

Notes:
¹ The Harlem River Esplanade and the River Avenue Parks would be new facilities.
² A temporary running course would be available throughout the construction period.
³ The Alternative Park Plan would create two more basketball courts (for a total of 4) than currently contained in the parks.
⁴ The Alternative Park Plan would replace one 90-foot ballfield with one 60-foot ballfield.
⁵ The Alternative Park Plan would not replace 23 out of 32 existing handball courts.
 One new basketball court and the soccer field/400-meter track would have spectator stands.
 NA = Not Applicable.

Sources: NYCDPR

Under the Alternative Park Plan, construction would begin on the waterfront parkland in the summer of 2006, with the tennis center to be located at that location to be completed in January 2007, and the surrounding waterfront esplanade to be completed in April 2008. The construction of the proposed stadium would be phased to preserve portions of the tennis facilities at John Mullaly Park north of 162nd Street for recreational use for as long as possible. Because the northern portion of the existing tennis center (8 courts) in John Mullaly Park would remain open until March 2007 (the southern portion—8 courts—would be taken out of service in May 2006), tennis facilities would likely be available throughout most of the construction period. The Alternative Park Plan would also construct parking Garage A in two phases and certain replacement recreational facilities located atop Garage A (i.e., competitive track, basketball courts, soccer field) would be completed earlier than anticipated for the proposed project.

The three ballfields proposed at Heritage Park for the Alternative Park Plan would be completed in the fourth quarter of 2010. By building Garage A in two phases, the ballfield to be constructed above Garage A Phase 2 would also be completed in the fourth quarter of 2010. By moving the ballfields from the waterfront park (which would be completed early in the construction schedule) to the park area at the existing Yankee Stadium site (which would be completed late in the construction schedule), the ballfields under the Alternative Park Plan would be unavailable for the duration of construction. However, these ballfields would all be located in immediate proximity to East 161st Street and the location of existing ballfields, which was requested by the community.

Since the Alternative Park Plan would have a different overall construction schedule from that of the proposed project, the Alternative Park Plan would develop additional temporary recreational facilities to

minimize to the maximum extent practicable, the duration of time that recreational facilities would be unavailable, as shown in Table 4.

Table 4
Alternative Park Plan: Temporary Recreational Facilities

Facility	Date Open	Date Closed	Duration (Years)
Temporary Running Course 1 (Macomb's Dam Park south of East 161st Street)	2006 2nd Q	2007 1st Q	¾
Temporary Running Course 2 (future location of Garage C)	2007 1st Q	2008 4th Q	1¾
Harlem River Esplanade Temporary Running Course 3	2008 2nd Q	Permanent	N/A
Children Soccer Field(s) (future location of Garage C)	2007 1st Q	2008 4th Q	1¾
Softball Field (future location of Garage C)	2007 1st Q	2008 4th Q	1¾
Source: NYCDPR.			

Prior to the construction of the new stadium, a temporary running course would be created around the two baseball fields in the portion of Macomb's Dam Park west of Ruppert Place. This running course would be available in the spring and summer of 2006. In the fall of 2006, the area for proposed parking Garage C (existing parking Lot No. 1) would be developed with a temporary running course (suitable for walking, jogging and recreational running, but not be suitable for competitive track meets) and an area that could accommodate a softball field or children's soccer fields (this area would accommodate either use but both not at the same time) at the end of 2008. Like the proposed project, when construction displaces these temporary facilities, the esplanade surrounding the new Harlem River waterfront park would serve as a running course and would be available until the permanent track is available. Therefore, throughout the construction period, an exercise or running course would always be available until the permanent track is completed.

Finally, there are a number of parks containing recreational facilities within close proximity to the project area (i.e., from 0.3 to 1.4 miles away) that would not be affected by the proposed project and would remain available to the community throughout the project's construction. These include: (i) Franz Sigel Park; (ii) the northern portion of John Mullaly Park; (iii) Nelson Avenue Playground; (iv) Claremont Park; (v) St. Mary's Park; and (vi) Crotona Park.

Although the construction phasing of the Alternative Park Plan would be different than that of the proposed project, the peak trip generation of construction workers and truck delivery materials and equipment would be the same. Some additional truck trips would be generated by raising the grade for the new ballfields at Heritage Field, but these truck trips would not occur during the peak construction period. The truck trips would occur after the proposed Yankee Stadium and the majority of the new recreational facilities are completed. The potential effect on air quality and noise during construction of the Alternative Park Plan would be similar to the proposed project. Like the proposed project, there would be a significant unmitigated adverse noise impact due to construction activities at East 164th Street between Jerome Avenue and River Avenue within John Mullaly Park associated with the Alternative Park Plan.

As described above, a site-specific HASP would be prepared for the Alternative Park Plan to minimize exposure to hazardous materials by workers and the public. Removal of any USTs encountered during construction of the Alternative Park Plan would be handled in accordance with all applicable Federal, State, and local regulations. Erosion and sediment control measures, and stormwater management measures as part of the SWPP would be implemented during construction of the proposed changes. With these measures in place, the Alternative Park Plan would not result in significant adverse impacts.

Public Health. All the effects associated with the new stadium and parking facilities would be the same as with the proposed project. As described above, neither the proposed project nor the Alternative Park Plan would result in significantly adverse air quality impacts or construction-related air quality impacts. Both the proposed project and the Alternative Park Plan would comply with New York City Local Law 77 that requires the use of ultra-low sulfur diesel (ULSD) and "best available technology," for reducing emissions from non-road construction equipment. Under both the proposed project and the Alternative Park Plan, the New York Yankees and the City are committed to undertaking the construction of the proposed project in a protective manner, employing techniques for reducing emissions and avoiding dust in connection with the related construction activities. Air quality conditions would be monitored throughout the construction of the proposed stadium and the New York Yankees would employ a full-time health specialist to monitor conditions throughout the construction period both under the proposed project and the Alternative Park Plan. Like the proposed project, the Alternative Park Plan would not have any significant adverse public health impacts.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

Most of the potential impacts identified for the proposed project could be fully mitigated; however, in the following areas, significant, adverse and unmitigated impacts would remain.

HISTORIC RESOURCES

The proposed project would result in the demolition of Bronx Terminal Market Buildings G, H, and J (S/NR-eligible), resulting in a significant adverse impact on historic resources. In comments dated September 20, 2005, SHPO concurred with this finding. Therefore, measures to mitigate this impact have been developed in consultation with SHPO. The mitigation measures would be expected to include HABS-level photographic documentation with an accompanying narrative, and interpretive design elements, such as fence and plaques/historic markers. The mitigation measures developed with SHPO would be recorded in an MOA to be entered into among the NYCDPR, and SHPO, and implemented to partially mitigate the effects of the proposed project on historic resources. The Draft MOA, the terms of which have been developed in consultation with SHPO and NPS and which is anticipated to be entered into among parties. The impacts could not be completely eliminated, so it is considered an unavoidable significant adverse impact of the proposed project.

TRAFFIC

The proposed project would result in significant adverse traffic impacts at local intersections within the traffic study area and along sections of the Major Deegan Expressway near the proposed stadium site. Proposed traffic mitigation measures would be employed and would include standard traffic capacity improvements applied to individual intersections (e.g., signal retiming) combined with an overall game-day traffic management plan that was developed and fully analyzed during the period between the DEIS and FEIS, and which has been approved by the agencies responsible for its implementation. However, even with these strategies in place, the detailed traffic impact analyses conducted as part of the FEIS have indicated that there would be three local intersections where standard traffic capacity improvements applied in tandem with a game-day traffic management plan would likely not be sufficient to fully mitigate impacts. These locations are (1) River Avenue and East 161st Street; (2) Macomb's Dam Bridge Approach and East 161st Street; and (3) Jerome Avenue, Ogden Avenue, and the loop ramp to the Macomb's Dam Bridge. Impacts at these intersections would be unavoidable, significant, and adverse.

NOISE

The noise levels within the new parks proposed at River Avenue and at the Harlem River waterfront would result in potentially significant noise impacts on users of these new parks. Noise levels at these parks would be approximately 71.8 and 73-78 dBA, respectively, and above the 55 dBA L₁₀₍₁₎ noise level for outdoor areas requiring serenity and quiet contained in the CEQR noise exposure guidelines. These high predicted noise levels are primarily a result of the noise generated by the elevated subway trains and vehicles on the elevated Major Deegan Expressway. These noise sources are independent of the proposed project, but based on CEQR criteria, the noise levels at these new parks would result in potentially

significant noise impacts on users of these new parks. As there are no practical and feasible mitigation measures that could be implemented to reduce these noise levels to below the 55 dBA L₁₀₍₁₎ guideline noise level, this is an unavoidable significant adverse impact.

CONSTRUCTION

A scenario in which construction workers would be provided with parking at one of the Yankee Stadium garages was evaluated, as well as a scenario in which construction workers would instead park in on-street parking spaces. The analysis concludes that there would be significant adverse traffic impacts under both scenarios, for which only partial mitigation has been identified at this time. Construction-worker traffic therefore constitutes an unavoidable significant adverse impact.

In the time period between the Draft and Final EIS, detailed construction noise analyses were performed. It was determined that construction activities would result in significant adverse noise impacts at locations along 164th Street between Jerome Avenue and River Road, including in John Mullaly Park. There are no practicable measures that could be implemented to eliminate these significant adverse impacts at this location.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

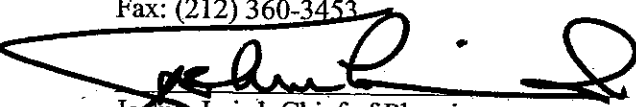
The resources that would be expended in the construction and operation of the proposed project include the materials used in construction; energy in the form of gas and electricity consumed during construction and operation; and the human effort (time and labor) required to develop, construct, and operate various components of the proposed project. They are considered irretrievably committed because their reuse for some purpose other than the proposed project would be highly unlikely. Although the proposed project would result in a net overall increase in open space and parkland, the land use changes associated with the development of the proposed project may also be considered a resource loss. The proposed project constitutes an irreversible and irretrievable commitment of the project area as a land resource, thereby rendering land use for other purposes infeasible.

CEQR No. 05DPR006X **SEQR Classification:** Type I
ULURP No. 060056MMX, 060057MMX, 060058MMX, 060059MMX, 060149ZSX,
060150ZSX, 060144PQX, 060145PPX, 060146PPX, 060147PPX,
060148MCX, 060148(A) MCX

Location: Bronx, New York
Block 2499 Lots 1, 100, and 108; Block 2354 Lots 20 and 65; Block 2492
Lot 1, Block 2493 p/o Lot 9; Block 2357 Lot 100; Block 2490, Lot 1; Block
2539 p/o Lot 2; Block 2485 Lot 1; Block 2486 Lot 1; Block 2482 Lot 6;
Block 2491 Lot 1; Block 2482 Lot 25; Block 2483 Lot 1; A portion of East
161st Street between the Macomb's Dam Bridge Approach; A portion of
Jerome Avenue between the Macomb's Dam Bridge Approach and the south
side of East 164th Street;
The project area is generally bounded by East 164th Street, East 151st Street,
East 157th Street, River Avenue, and the Harlem River.

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2-10-06