

A. PROJECT IDENTIFICATION

The Gateway Center at Bronx Terminal Market is a proposal to redevelop an 18-acre portion of the current Bronx Terminal Market site along with an adjacent parcel currently housing the Bronx House of Detention (BHOD), with approximately 957,700 gross square feet (gsf) of retail establishments, 2,835 parking spaces in a multi-level parking garage and at-grade parking, and a 250-room hotel (the Proposed Project).

The Proposed Project would be located in the West Haven neighborhood of the Bronx on Block 2356, Lot 20; Block 2357, Lots 1 and 86; and Block 2359, Lots 2, 32, and 60 (part). The site is bordered by the Metro North Rail Road tracks to the north, River Avenue to the east, 149th Street to the south, and Exterior Street (the street under the Major Deegan Expressway) to the west (see Figure S-1). The parcels would be merged with portions of 150th and 151st Streets and Cromwell Avenue to form the project site. The project site is owned by the City of New York.

As shown in Table S-1 and Figure S-2, the Proposed Project would include the renovation and reuse of existing Building D for retail (the first and second floors of the building would be combined, for a total of approximately 20,304 gsf), to be renamed Retail Building E.1; a 1-story, approximately 7,576 gsf retail building (Retail Building E.2) with an adjacent surface parking lot of approximately 12 spaces; a 4-story, approximately 542,218-gsf building with 434,272 gsf of retail and 256 parking spaces at the ground floor (Retail Building B/F); a six-level, approximately 915,065-gsf parking garage with a capacity of approximately 2,342 spaces and 20,739 gsf of retail on Exterior Street (Retail Building C) and 8,238 gsf of retail on River Avenue (Retail Building D); a 3-story, approximately 474,409-gsf retail building (Retail Building A); and a hotel approximately 247,500 gsf in size, with 250 rooms, a 30,000-gsf banquet facility, and approximately 225 parking spaces. At each level of the parking garage would be galleria spaces, totaling 45,706 gsf, leading to either Retail Building A or Retail Building B/F. A fee would be charged for parking in the proposed parking garage. In total, the project would comprise approximately 2,252,778 gsf of new development on the site. The Proposed Project is expected to be complete and operational in 2009, except for the hotel, which would not be completed until 2014. Figure S-3 presents an illustrative rendering of the Proposed Project.

**Table S-1
Program Summary**

Building	No. of Stories	Gross Square Footage	Retail GSF	Parking Spaces	Other Description
Retail Building A	3	±474,409 gsf	±466,582 gsf		
Retail Building B/F	3	±542,218 gsf	±434,272 gsf	256	Parking at ground floor of building
Parking Garage and Retail Buildings C/D	6	±915,065 gsf	±28,977 gsf	2,342	
<u>Retail Building E.1 (renovated Building D)</u>	<u>1</u>	<u>±20,304 gsf</u>	<u>±20,304 gsf</u>	<u>12</u>	
<u>Retail Building E.2</u>	<u>1</u>	<u>±7,576 gsf</u>	<u>±7,576 gsf</u>		
Gallerias	N/A	±45,706 gsf			
Hotel	TBD	±247,500 gsf		225	250 rooms and 30,000 sf banquet facility
TOTAL		±2,252,778 gsf	±957,711 gsf	2,835	

B. SITE CONDITIONS

The project site is currently used for wholesale food markets, a farmer’s market (on weekdays), and parking.¹ A portion of the project site is also used seasonally as parking for games at Yankee Stadium. The project site is currently occupied by four buildings: two 2-story buildings (Buildings B and D), one 1-story building (Building C), and the 8- and 10-story BHOD (see Table S-2 and Figure S-4). The buildings within the project site range in size from approximately 51,200 sf to 300,000 sf. Another building on the site, the former Building A, was recently demolished.

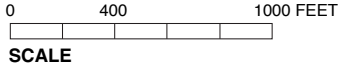
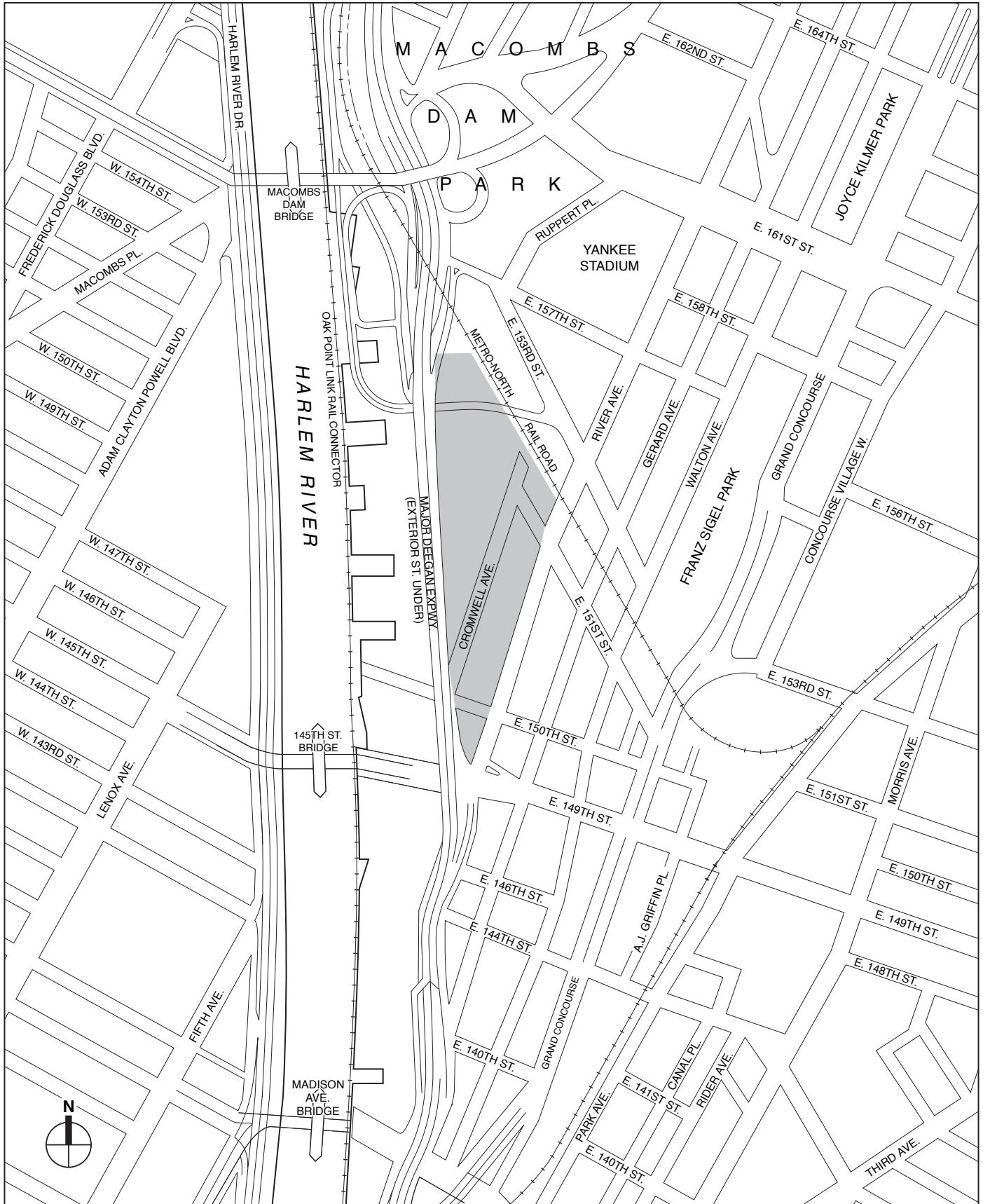
**Table S-2
Existing Structures on Project Site**

Building Letter	Date of Construction	Number of Stories	Approx. Size (in sf)	Current Use
Building B	1925	2	±111,800	Partially occupied/ wholesale food
Building C	1961	1	±132,300	Warehouse/ rooftop parking
Building D	1935	2	±51,200	Partially occupied/ wholesale food
Bronx House of Detention	1938/1963	8 and 10	±300,000	In reserve status, currently closed

Demolition of the former Building A was required by the New York City Economic Development Corporation (NYCEDC), acting on the behalf of the Office of the Deputy Mayor for Economic Development and Rebuilding (ODMEDR) through prior arrangement with the applicant. Buildings B and C and the Bronx House of Detention would be demolished as part of the Proposed Project.

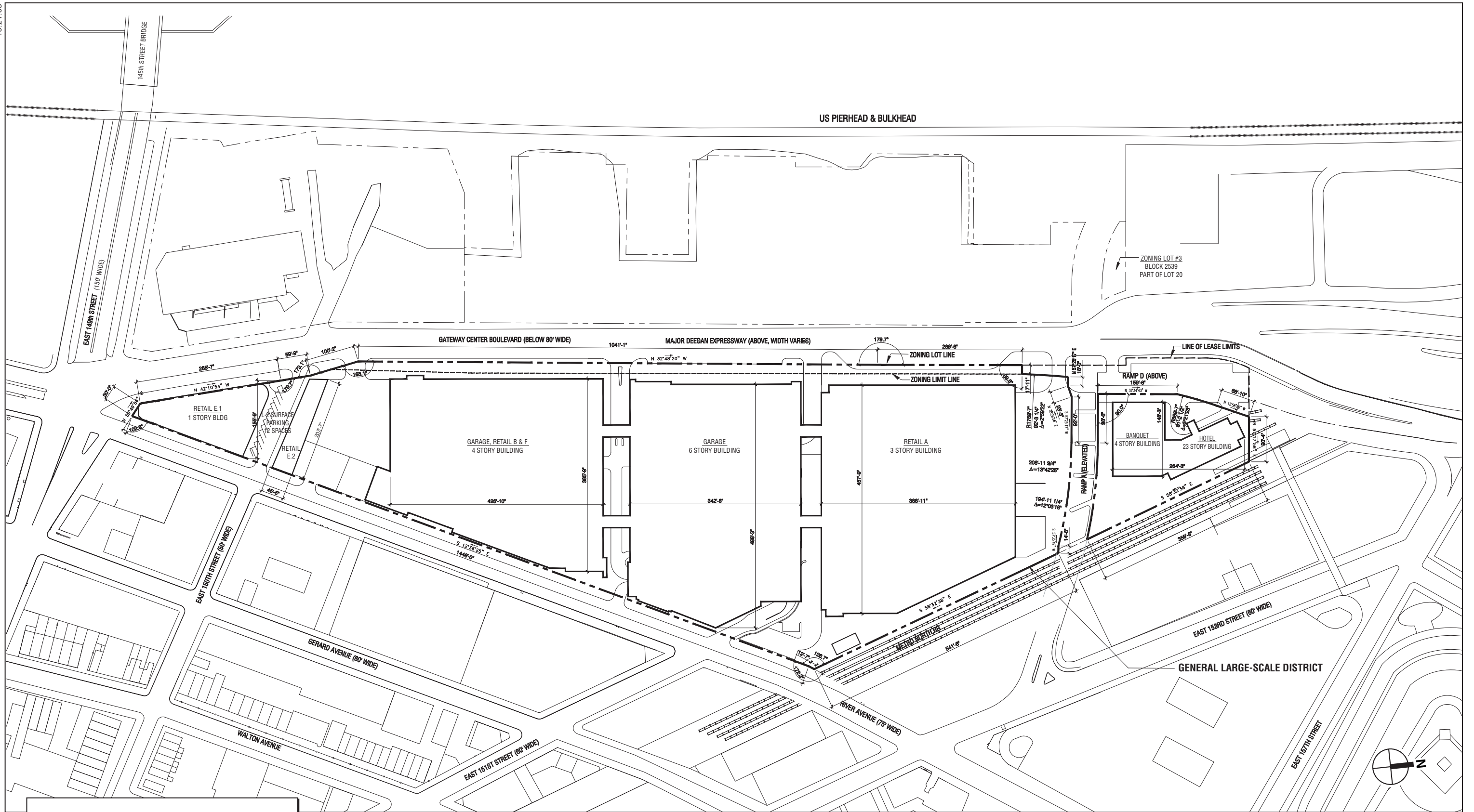
¹ The farmers’ market relocated in March 2005 to a nearby off-site location managed by the New York City Department of Parks and Recreation (NYCDPR) (i.e., Yankee Stadium parking lots 13A and 13B located along the Harlem River) and is now operating under a license agreement with NYCDPR.

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GATEWAY CENTER AT BRONX TERMINAL MARKET

Project Location
Figure S-1



--- General Large-Scale District Boundary

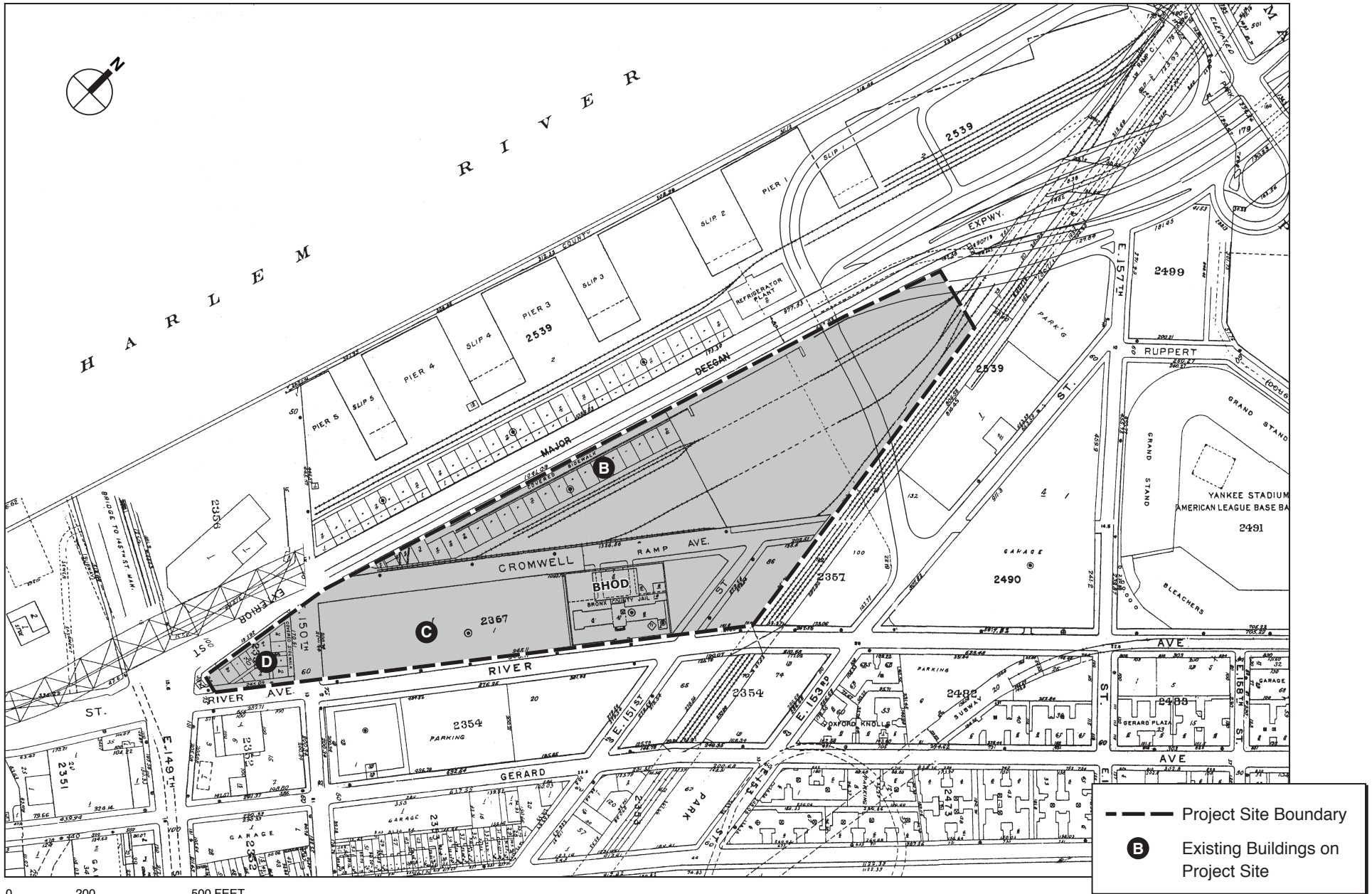


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GATEWAY CENTER AT BRONX TERMINAL MARKET

Rendering of Proposed Project from Harlem River
Figure S-3



- - - - - Project Site Boundary
 B Existing Buildings on Project Site

0 200 500 FEET
SCALE

Project Site Layout
Figure S-4

C. PROJECT PURPOSE AND NEED

The Proposed Project would support the economic revitalization of the West Haven neighborhood of the Bronx by converting a large underused site into a productive retail use. The development would represent a dramatic change to the project site, replacing underutilized and dilapidated buildings with a major retail center, and the only hotel in this area of this city. The Proposed Project would create new employment opportunities, convenient shopping and dining opportunities, and create economic and fiscal benefits to the City in the form of economic revitalization and tax revenue.

D. DESCRIPTION OF PROPOSED ACTIONS

The Proposed Project involves the disposition of City-owned property (a long-term lease) by the New York City Department of Citywide Administrative Services (NYCDCAS) and the New York City Department of Small Business Services (NYCSBS) to a private developer. The following City-owned properties would be disposed of, first to the New York City Economic Development Corporation (NYCEDC), and then to BTM Development Partners: Block 2356, Lot 20; Block 2357, Lots 1 and 86; Block 2539, Lots 32, and 60 (part); and portions of 150th Street, 151st Street, and Cromwell Avenue. Once disposition is approved, DCAS and DSBS intend to dispose of these properties to the NYCEDC. NYCEDC intends to dispose of Tax Block 2356, Lot 20; Block 2357, Lots 1 and 86; Block 2539, Lots 32, p/o 50 and p/o 60 to BTM Development Partners. The disposition of Block 2539, p/o Lot 2 is requested to convey authority to grant any required subsurface easement(s) to BTM Development Partners. The disposition will require approval by the Borough Board pursuant to Section 384(b) of the City Charter.

In addition, the project site includes Block 2539, part of Lot 60, the area under ramp D of the Major Deegan Expressway. This parcel is owned by the New York State Department of Transportation (NYSDOT). The City of New York retains an easement to utilize the property underneath the ramp. The easement under the ramp will be included in the disposition. The current market lease includes portions of the State-owned property under ramp A (portions of Block 2539, Lot 50). The continuation of this lease is included in the disposition.

Disposition will require approval through the Uniform Land Use Review Procedure (ULURP) under City Charter Section 197(c). In addition, a number of other discretionary actions subject to ULURP will be required, as follows:

- A zoning map amendment from M2-1 to C4-4;
- Elimination of portions of the following City streets:
 - East 150th Street between River Avenue and Exterior Street;
 - East 151st Street between River and Cromwell Avenues; and
 - Cromwell Avenue between Exterior Street and the Metro-North Railroad tracks.
- A special permit pursuant to ZR Section 74-512 to permit a public parking garage in excess of 150 spaces;
- A General Large-Scale District will be declared for the area east of Exterior Street. Several special permits will be required, including:

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- A special permit pursuant to Zoning Resolution (ZR) Section 74-743 for bulk modifications for height and setback waivers along River Avenue and Exterior Street, and distribution of floor area within the general large-scale district; and
- A special permit pursuant to ZR Section 74-744(c) for signs not otherwise permitted under the Zoning Resolution.

BTM Development Partners will initiate each of the above actions as a co-applicant with NYCEDC.

The project sponsor has returned its leasehold interest in the area west of Exterior Street. Therefore, the Proposed Project does not include the development of a public open space, waterfront esplanade, or retail building in this area. Instead, it is anticipated that the City, with contributions from the project sponsor, would develop a portion of this area with a 2-acre public open space. The City is committed to developing the off-site public open space by the Proposed Project's 2009 Build year. The programming of this open space and the actions required for its development are yet to be determined. The City would be responsible for developing the remainder of the Bronx Terminal Market area west of Exterior Street. The project sponsor retains the option to renew the leasehold interest in the portion of the Bronx Terminal Market area north of the proposed 2-acre open space in the future. Should the City determine that retail development of this area is in its best interest, the project sponsor could renew its leasehold interest and develop the western portion of the site. The scenario in which the area west of Exterior Street is developed by the project sponsor is analyzed in this Environmental Impact Statement (EIS) as the Alternative Including Area West of Exterior Street.

In addition to the above, the disposition of the long term lease and the below-grade disposition will require approval pursuant to Section 384(b)(4) of the City charter, which requires Borough Board and mayoral approval. The proposed actions are limited and restricted by the terms and conditions of these approvals. The project sponsor will seek financing for the Proposed Project from the New York City Industrial Development Agency (NYCIDA). The project has applied for and been accepted into the Brownfield Cleanup Program (BCP) by the New York State Department of Environmental Conservation (NYSDEC). The project would also require a NYSDEC State Pollution Discharge Elimination System (SPDES) permit for stormwater discharges associated with construction activities.

An amendment of the City's SPDES permit would be required for a new outfall for stormwater discharge into the Harlem River, as well as Tidal Wetlands and Protection of Waters permits from NYSDEC, a U.S. Army Corps of Engineers (USACOE) permit, and an amendment to the City's drainage plan. This activity is expected to qualify for a Nationwide Permit from USACOE. The Proposed Project is within the boundaries of the coastal zone and may require a New York State Department of State (NYS DOS) determination of consistency with New York City's Local Waterfront Revitalization Program and a Water Quality Certification from NYSDEC with regard to such Nationwide permit. The new outfall may also require an approval from the New York State Office of General Services (NYSOGS) for the use of land under water. The project may also involve a land transfer from NYSDOT to the City of New York, and a revocable consent for utility lines underneath Exterior Street. The potential widening of the 149th Street exit ramp from the Major Deegan Expressway may require approval from NYSDOT.

To the extent the new outfall for stormwater discharge to the Harlem River will involve discretionary actions by the USACOE, it may include a review 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.

In disclosing impacts, the EIS considers the proposed action's adverse impacts on the environmental setting. Because the Proposed Project would be operational in 2009 and 2014, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to 2009 and 2014 (the two analysis years that were determined appropriate for this project) for the purposes of determining potential impacts. The reasonable worst-case scenario analyzes both the No Build and Build conditions and also includes other future developments, as identified in Chapter 2, "Land Use, Zoning, and Public Policy."

The New York Yankees recently announced plans to build a new stadium on the north side of East 161st Street between River and Jerome Avenues within Macombs Dam Park, directly north of the current Yankee Stadium. While not an approved project, because of its prominence in the neighborhood the Yankee Stadium proposal is considered separately from the No Build condition presented in the remainder of this EIS. Because the relocation of Yankee Stadium would alter conditions in the study area, Chapter 22, "Future Conditions with a Relocated Yankee Stadium," provides an assessment of how the project could be expected to change background conditions by 2009 and 2014, and discusses any concomitant changes to the impacts identified for the Proposed Project.

E. PROJECT SCHEDULE AND STATUS

The parking spaces on the roof of Building C are currently used during games at Yankee Stadium. This use is required by an existing agreement for Yankee parking. To avoid disrupting the availability of parking spaces during games, the Proposed Project would be completed in two phases. Building C would be demolished as part of the first phase of the project and its current parking use would be relocated to the proposed hotel's portion of the project site, which would be constructed as the second phase of the project. The first phase would comprise the development of the retail and parking portions of the project. The construction period for this phase would be approximately 24 months. The second phase would include the development of the hotel. The construction period for the second phase would be approximately 24 months. If the proposed actions are approved, it is anticipated that site preparation and construction for the first phase would begin in 2007, and the development would be complete and operational in 2009. Site preparation and construction for the second phase would begin in 2012, and the building would be complete in 2014.

F. RELOCATION PLAN

NYCEDC has hired a relocation consultant to provide assistance to the current market tenants of the project site. This is being done independently of the Proposed Project and is not subject to any discretionary approvals. NYCEDC, Bronx Empowerment Zone, and the project sponsor will provide various benefits to assist tenants in their relocation efforts. The relocation package includes the following benefits:

- NYCEDC will provide Bronx Terminal Market tenants relocating in New York City cash payments of \$10 per square foot for any relocation expenses;

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- Tenants who relocate to a building within or near the Bronx Empowerment Zone will be eligible to borrow up to \$500,000, at 0 percent interest rate for a maximum of 10 years, for the purchase of fixtures, equipment, building improvements, or for working capital;
- The project sponsor will provide incentive payments equal to half of the net rental payments paid by each tenant and received by the project sponsor from the date the tenant accepts the relation offer to the date the tenant vacates;
- NYCEDC's relocation consultant (Cornerstone Group) will provide relocation services at no cost to Bronx Terminal Market tenants. Services include identification of new spaces, accompanying tenants on tours of new spaces, and negotiation of terms.

In addition, tenants were provided with a manual of other government assistance programs that they could potentially qualify for, including:

- Commercial Expansion Program;
- Industrial and Commercial Incentive Program;
- Industrial Development Agency Small Industry Incentive Program (for companies that might acquire buildings);
- Energy Cost Savings Program;
- Energy Business Incentive Rate; and
- Empire Zone benefits, including wage tax credit.

As of November 2005, 6 of the 23 tenants, representing approximately 65,000 square feet of space in the Bronx Terminal Market, have accepted the relocation package and signed stipulations to vacate the Bronx Terminal Market by March 2006. These include: La Ruche Imports, Inc.; Latin 17 Meat & Provisions Corp.; Latin Tropicales, Inc.; Trombetta & Sons, Inc.; K&K African Market; and African Market. Three of these tenants have vacated the Bronx Terminal Market.

G. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE

2009

Project Site

The Proposed Project would represent a dramatic change in land use on the project site, replacing underutilized and dilapidated buildings with a major shopping center of approximately 957,700 gross square feet (gsf) of retail and a multi-level parking garage and at-grade parking totaling approximately 2,610 spaces. The lots comprising the project site would be merged with portions of 150th and 151st Streets and Cromwell Avenue to form a superblock. The current tenants of the Bronx Terminal Market would be required to relocate, and the Bronx House of Detention would be closed as a result of the Proposed Project. A new site for the Bronx House of Detention has not been selected. The bulk of the Proposed Project would be completed and operational by the 2009 Build year.

Study Area

The City—with contributions from the project sponsor—would develop an approximately 2-acre public open space on a portion of the Bronx Terminal Market area west of Exterior Street. It is anticipated that this public open space would be maintained by the New York City Department of Parks and Recreation (NYCDPR). The City is committed to developing the off-site public open space by the Proposed Project's 2009 Build year. The programming of this open space and the actions required for its development are yet to be determined.

The change in primary use of the project site from predominantly wholesale commercial to retail with parking would not result in a significant adverse impact on the adjacent land uses. The Proposed Project continues the mixed-use quality of the study area by introducing retail uses in close proximity to residential areas and to Yankee Stadium—a major attraction drawing visitors to the area. The retail center would act as a transitional area between the existing residential uses to the north and east of the project site and the remaining heavy commercial and light industrial uses to the south. The New York Yankees recently announced a proposal to construct a new Yankee Stadium to the north of the site with four new parking garages and a capacity for 54,000 spectators. The Proposed Project would be compatible with and complement the proposed new Yankee Stadium, as the proposed retail uses would likely be used by visitors to the stadium.

A portion of the project site is currently used for parking, and the site would continue to have a large parking element with the completion of the first phase of the Proposed Project. The existing streets that would be closed as a result of the proposed actions (150th Street between River Avenue and Exterior Street; 151st Street between River and Cromwell Avenues; and Cromwell Avenue between Exterior Street and Metro North Rail Road tracks) are currently not through streets and are used almost exclusively by workers and patrons of the Bronx Terminal Market and the workers maintaining the Bronx House of Detention, and would be used by workers at the Bronx House of Detention if it were to be reactivated, and therefore would receive minimal additional traffic. The elimination of these streets would therefore have no major impact on area visitors or residents and would allow for a cohesive site plan.

The existing Bronx Terminal Market tenants would be required to relocate as a result of the project. Relocation assistance would be provided to the tenants.

Overall, the first phase of the Proposed Project would provide a major retail facility that would serve the local residents and workers as well as residents and workers in surrounding communities and would be compatible with the surrounding residential and commercial land uses. The City-created, off-site public open space would provide substantial new open space and access to the waterfront and would improve the visual quality of the Harlem River shoreline. The Proposed Project is compatible with the proposed roadway infrastructure improvements planned for the study area that would improve access to the area, as well as with the planned community facility projects described above, including the expansions of Hostos Community College and Lincoln Hospital. It is not expected that the Proposed Project would result in additional changes to land use. Given the overall compatibility of land uses, the project would not result in significant adverse land use impacts in 2009.

2014

Project Site

The second phase of the Proposed Project would introduce a new approximately 247,500 gsf hotel—the only hotel in this area of the city—with 250 rooms, a 30,000 gsf banquet facility, and

approximately 225 parking spaces to the project site. The introduction of the hotel use would be compatible with the other uses to be developed on the project site, which by 2014 would be a large-scale retail center.

Study Area

The hotel would be compatible with surrounding residential and commercial uses as well as with the proposal to construct a new Yankee Stadium to the north of the site. The Proposed Project would be compatible with and complement the proposed new Yankee Stadium. The hotel component of the Proposed Project would likely serve users of the proposed new stadium.

ZONING AND PUBLIC POLICY

2009

The Proposed Project requires a number of discretionary actions including a zoning map change, declaration of a General Large Scale District, special permits related to the creation of the General Large Scale District, and the elimination of sections of several streets. Together, the proposed actions would allow development of commercial uses and waterfront public access on the project site.

The proposed actions, if approved, would represent a change in zoning on the project site from an M2-1 medium manufacturing district to a C4-4 general commercial district. C4 districts are major commercial centers. The zoning change would be compatible with land use designations in the area, including the R8 and R6 districts to the east. The C4-4 district would also be compatible with the M1-2 district to the east, which typically borders residential and commercial districts, as it currently does in this case to the north, south, and east.

The New York City Zoning Resolution allows the City Planning Commission to permit bulk modifications for height, setback, and yards within a general large-scale development. The proposed actions include special permits that would allow greater height and distribution of floor area on the project site than would otherwise be permitted under zoning regulations. The requested special permits would allow the modification of the underlying height and setback requirements on the River Avenue frontage to permit Retail Building B/F and the public parking garage to be constructed without the required setback at 71 feet above curb level. Retail Building B/F would rise without setback to a height of approximately 96 feet along River Avenue, and the parking garage would rise without setback to approximately 84 feet along its River Avenue frontage. The height and setback modifications would allow a greater portion of the retail development to occur on the widest portion of the project site and are necessary to provide floor plates that are regular in configuration to meet the needs of the proposed large- and medium-scale retail tenants. The distribution of floor area to the portion of the project site north of the Major Deegan Expressway ramp would allow a hotel of sufficient size to accommodate the project program while complying with required height and setback requirements on this portion of the site.

The proposed actions would include a special permit pursuant to ZR Section 74-512 to allow a parking garage with approximately 2,342 spaces. This exceeds the 150 spaces permitted in a parking garage by the Zoning Resolution without the special permit. The remaining spaces in the garage would be accessory parking spaces.

These changes do not constitute a significant adverse impact to the City's framework for zoning within large scale developments. Furthermore, the project site currently contains several large paved areas that are used for parking for Yankee Stadium, as well as 50 parking spaces adjacent

to the Bronx House of Detention and approximately 423 rooftop parking spaces. The proposed parking would therefore be a continuation of uses that currently exist on the site.

In addition, the proposed actions include a special permit that would increase the permitted surface area of accessory signs and allow them to be located above a height of 40 feet. Along River Avenue, signs on the proposed parking garage would reach a height of approximately 100 feet. Along the eastern side of Exterior Street on the proposed Retail Building B/F, signage would rise on stanchions to a maximum height of approximately 155 feet. The increased height and area of the signs is necessary due to the presence of the elevated structure of the Major Deegan Expressway over Exterior Street and the change in elevation of approximately 29 feet from Exterior Street to River Avenue.

The Proposed Project would be consistent with the public policies that govern the site and surrounding area. The Proposed Project would be consistent with the goals of the Bronx Borough President's new Bronx Waterfront Plan, as it would create a year-round commercial center that would employ Bronx residents and would complement the waterfront public open space to be built to the west of the project site by the City with contributions from the project sponsor. Finally, the proposed amendments to the City Map that would eliminate portions of 150th Street, 151st Street, and Cromwell Avenue would follow the procedures of the City's ULURP process, which permits such amendments. The proposed map changes would not conflict with public policy.

2014

No additional zoning actions would be required for the completion of the second phase of the Proposed Project. The special permit for bulk waivers included in the proposed actions would allow the distribution of floor area to the hotel site from elsewhere on the project site.

Overall, the Proposed Project would be consistent with land use, zoning, and public policy.

SOCIOECONOMIC CONDITIONS

DIRECT RESIDENTIAL DISPLACEMENT

The project site currently contains no residential units. Therefore, the proposed actions would not directly displace any residential population, and no significant adverse impacts would result from direct residential displacement.

INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that can result from a change in socioeconomic conditions created by a proposed action. In most cases, the issue for indirect residential displacement is whether an action would increase property values, leading to higher rents throughout the study area, making it difficult for some residents to afford their homes. A proposed action can increase residential property values in several ways: it can introduce a substantial new residential population, or directly displace existing residents, such that the socioeconomic characteristics of an area are changed; it can introduce a more costly type of housing to an area; it can directly displace a property or use that has had a blighting effect on residential property values; and it can introduce a "critical mass" of non-residential uses such that the surrounding area becomes more attractive as a residential neighborhood complex.

The proposed actions would not have a substantial influence on residential property values, and no significant adverse impacts would result from indirect residential displacement. The Proposed Project would not directly displace a residential population, nor would it introduce new housing or residents to the study area. Considering that physical barriers separate the project site from surrounding residential areas, and that rents in the study area are similar to rents in neighborhoods bordering the ¼-mile boundary, it appears that the presence of the Bronx Terminal Market has not had a blighting effect on the value of residential properties in the study area.

While the Proposed Project would introduce a critical mass of non-residential uses to the study area, it is not expected to make the surrounding residential neighborhoods more attractive for residential use. The project site is relatively isolated from the residential areas within the study area. Existing residential buildings located north of the project site are separated from the project site by the Metro North Rail Road tracks and Yankee Stadium. Residential concentrations to the east of the project site along Walton Avenue are separated from the project site by an approximately 29-foot change in grade between Exterior Street and River Avenue. These barriers create a residential environment that is separate and distinct from the project site. In addition, the ¼-mile study area is fully developed with no vacant land available for redevelopment, and zoning regulations in the manufacturing areas restrict as-of-right residential development or conversions without a discretionary action from the New York City Department of City Planning (NYCDCP). Finally, many of the residential units within the study area are either owner-occupied or rent-regulated, which means their tenants would not be affected by potential increases in market rate rents. In total, approximately 98 percent of the residential units found in the study area are protected against any unregulated or market-driven rental increases.

DIRECT BUSINESS DISPLACEMENT

The *CEQR Technical Manual* defines direct business displacement as the involuntary displacement of businesses from the site of (or a site directly affected by) a proposed action. The analysis of direct business displacement examines the employment and business value characteristics of the affected businesses to determine the significance of the potential impact. A significant direct displacement impact may occur if the businesses in question have substantial economic value to the City or region, are the subject of regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, or substantially contribute to a defining element of the neighborhood character. As set forth in the *CEQR Technical Manual*, the consideration of the economic value of a business is based on: (1) its products and services, (2) its location needs (particularly whether those needs can be satisfied at other locations), and (3) the potential effects on business or consumers of losing the displaced business as a product or service.

The analysis finds that the proposed actions would not result in significant adverse impacts due to the direct business displacement. Under the detailed analysis, there were 23 businesses operating within the Bronx Terminal Market as of September 2004, 16 of which were located on the project site.¹ Almost all of the Bronx Terminal Market businesses are engaged either in food wholesaling or sale of related restaurant or grocery products and would be displaced by the Proposed Project. The displaced businesses represent about 4 percent of the wholesale food

¹ As noted elsewhere in the FEIS, as of November 2005 there were 20 businesses operating within the Bronx Terminal Market, of which 13 were located on the project site. However, given that the 3 businesses that vacated did so in anticipation of the Proposed Project, for the purposes of analysis those businesses are included in the assessment of direct business displacement.

employment in the Bronx and only 1 percent of the wholesale food employment in New York City. In addition, all of the foods sold at the Bronx Terminal Market, including West African, Caribbean, and Hispanic specialty items, are available through other wholesale distributors and retailers in New York City, as well as in New Jersey.

The analysis also finds that there is sufficient available industrial space such that the displaced businesses and their employees could relocate without great difficulty within the Bronx and other parts of New York City. As of September 2004, the Bronx Terminal Market tenants leased approximately 396,930 square feet of space, comprising ground-floor space as well as second-floor space used for storage. As of March 2005, there was approximately 472,500 square feet of ground-floor industrial space available throughout the Bronx. Additional data on available industrial space in the Bronx was provided by another source, CoStar, in November 2005. According to CoStar, as of November 2005 there was approximately 851,000 square feet of industrial space available in the Bronx, of which approximately 331,000 square feet was vacant ground-floor industrial space. There is also approximately 13.5 million square feet of industrial space available within New York City, including 8.5 million square feet in Brooklyn and Queens and 4.5 million square feet in Manhattan.

The impact of displacing existing merchants in Bronx Terminal Market on local businesses and consumers is also not expected to be significant. Many of the West African businesses and grocery stores in northern Manhattan and the South Bronx either directly import their goods from West Africa or use wholesale distributors in New Jersey to stock their inventories. In addition, online research and telephone interviews confirmed that there are at least 16 African grocery stores located in the Bronx that deal in both wholesale and retail of West African specialty food items, as well as the two wholesale/retail purveyors of African foods and specialty products in Brooklyn and Queens. Although there are some restaurants and retailers of African foods who use the Bronx Terminal Market, it is not their only supply source. Thus, the direct displacement of African food merchants in the Bronx Terminal Market will not completely eliminate sources of African food products in the Bronx and other parts of New York City. All of the above factors combined with the availability of industrial space within the Bronx and New York City as a whole show that the Bronx Terminal Market businesses do not have a unique or substantial economic value to the city or regional area and can be relocated without great difficulty.

NYCEDC has hired a relocation consultant to provide assistance to the current market tenants of the project site. This is being done independently of the Proposed Project and is not subject to any discretionary approvals. NYCEDC, Bronx Empowerment Zone, and the project sponsor will provide various benefits to assist tenants in their relocation efforts, as described above under “Relocation Plan.”

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

Indirect Displacement Due to Changes in Property Values and Rent

One issue for indirect business and institutional displacement is whether an action would increase property values and thus rents in the study area, making it difficult for some categories of business or institutions to remain at their current locations.

The ¼-mile study area would not result in significant indirect business displacement as a result of increased property values and rents. Despite the decline in manufacturing employment between 1990 and 2000, the real estate market for industrial properties within the Bronx has

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been strong. According to real estate firm CB Richard Ellis, prices for industrial properties over the past few years have been increasing with the vacancy rate currently at approximately 8 percent. Current industrial rents in the study area are about \$8-10 per square foot, which is comparable to other industrial areas in the Bronx. The low vacancy rate combined with high industrial rents makes it unlikely that the Proposed Project would create indirect displacement of industrial properties within the ¼-mile study area. In addition, the potential for development of additional retail uses similar or complementary to the Proposed Project is severely limited by the presence of institutional uses east of the project site, Yankee Stadium to the north, the Hudson River to the west, the development constraints imposed by highway ramps, as well as the existing zoning in the study area which would limit any potential impacts by the need for a discretionary action by the City Planning Commission.

Indirect Displacement Due to Competition (Primary Trade Area and 3-Mile Trade Area)

The issue of competition as described in the *CEQR Technical Manual* is whether the Proposed Project could affect neighborhood character by affecting the viability of neighborhood shopping areas through competition, thereby becoming an environmental concern. A detailed competition analysis was performed for two areas: a Primary Trade Area defined as the borough of the Bronx as well as Manhattan north of 110th Street, and a smaller 3-Mile Trade Area, from which the Proposed Project would be expected to draw a large portion of its repeat business as a result of more convenient access, shorter travel time and distance, and propensity to take advantage of a major shopping resource close to home.

The analysis, which includes a capture rate analysis, an identification of overlap between the existing retail base, and the anticipated retail uses, finds that the Proposed Project would not result in a significant adverse impact due to competition. Because the Proposed Project may include a supermarket, department store, or wholesale club, special attention was given to food stores and department stores.

The capture rate analysis concluded that within the Primary Trade Area and 3-Mile Trade Area the Proposed Project would increase the food store capture rate by only 2.7 percentage points and 2.6 percentage points, respectively, compared to the future without the Proposed Project.* Within the Primary Trade Area, the department store capture rate would increase by less than the capture rate for all shopping goods, increasing from 26.7 percent in the future without the Proposed Project to 29.4 percent in the future with the Proposed Project. In the 3-Mile Trade Area, the department store capture rate would increase from 34.3 percent to 37.0 percent. Given that the Proposed Project would not substantially raise retail capture rates within the Primary Trade Area or 3-Mile Trade Area, it would not have the potential to adversely affect competitive stores in the trade areas. To the contrary, the proposed actions would help retain retail sales dollars, tax revenues, and employment opportunities in the Bronx and New York City while enhancing the retail section available to trade area residents.

The capture rate analysis is supplemented with a detailed examination of the potential for the Proposed Project to affect local shopping centers in a way that would impact neighborhood character. If new stores have the potential to negatively affect the operations of competitive

* In the future with the Proposed Project, the capture rate for food stores in the Primary Trade Area would be only 48.9 percent—well below the 70 to 80 percent rate that is typical for trade areas that are satisfying local retail demand. Similarly, the food store capture rate in the 3-Mile Trade Area would be only 57.4 percent in the future with the Proposed Project.

stores located on neighborhood commercial strips, and if these competitive stores are the anchor stores on neighborhood commercial strips, there would be the potential for neighborhood character impacts. The analysis concludes that the amount of indirect business displacement in the 3-Mile Trade Area due to competition would be minimal, is not anticipated to jeopardize the viability of any neighborhood retail strips, is not expected to diminish the level of services provided, and therefore is not anticipated to result in significant adverse impacts due to competition.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

According to the *CEQR Technical Manual*, a significant adverse impact may occur if an action affects the operation and viability of a specific industry that has substantial economic value to the City's economy. The analysis of this Proposed Project focuses on the project's implications for the wholesale food industry in New York City and concludes that the project would not result in a significant adverse impact to the industry.

This conclusion is based on the findings that the Proposed Project would not substantially reduce employment in the wholesale food industry in the city or impair the economic viability of the wholesale food industry in the Bronx or the city as a whole. Employees currently working at businesses on the project site represent only 4 percent of all wholesale food employees in the Bronx and roughly 1 percent of wholesale food employees in New York City. Furthermore, all of the products sold at the Bronx Terminal Market are available through other wholesale distributors and retailers in New York City that do not depend solely on the Bronx Terminal Market for their supply, as well as through two major wholesalers in New Jersey (one of which supplies the Bronx Terminal Market).

COMMUNITY FACILITIES

BRONX HOUSE OF DETENTION

The proposed actions include the disposition of the Bronx House of Detention for redevelopment. This action would reduce the New York City Department of Correction's (NYCDOC) reserve capacity by approximately 30 percent. Fewer beds would be available to be reopened when NYCDOC eventually replaces the 4,800 temporary beds on Rikers Island that are approaching the end of their useful lives. Therefore, the Proposed Project would reduce the options available to NYCDOC as it chooses among several capacity replacement configurations. The Proposed Project would also reduce the number of jail beds available in Bronx County, where 22 percent of the City-wide inmate population is now arraigned. Given the need for a continued presence in the Bronx and the need to dry-dock the Vernon C. Bain Center in the near future, NYCDOC would need a new site in the Bronx to build a new facility to replace the existing Bronx House of Detention and to provide improved access to jail facilities to families of inmates, defense attorneys, and other members of the community.

POLICE SERVICES

The introduction of new retail and hotel uses to the project site may necessitate the assignment of additional personnel, resources, and equipment to the area. Typically, a commitment of resources would be based on demonstrated need. Overall, the role of NYPD in providing effective, efficient service is not expected to be adversely affected by the Proposed Project.

FIRE PROTECTION

The Proposed Project would be constructed in accordance with all applicable fire and safety codes. Therefore, there would be no direct effects to the physical operations of, or access to, Fire Department facilities. Overall, the response time of local emergency services is not expected to be significantly affected by the Proposed Project in either 2009 or 2014. The Fire Department would continue to provide adequate fire protection services to the project area and surrounding neighborhoods.

OPEN SPACE

Adequacy of Open Spaces

With the Proposed Project, the daytime population in the study area would total approximately 6,523 persons. In the future with the Proposed Project, the City—with contributions from the project sponsor—would develop an approximately 2-acre waterfront public open space on a portion of the Bronx Terminal Market area west of Exterior Street. The City is committed to developing the off-site public open space by the Proposed Project's 2009 Build year. Therefore, the acreage of passive open space would increase to 11.73 acres.

The ratio of passive open space for the daytime population would decrease by 6.78 percent to 1.80 acres per 1,000 workers, which is still well above the guideline of 0.15 for the daytime population; therefore, there would be no significant adverse impact to passive open space for the daytime population. The passive open space ratio per 1,000 residents and workers would increase by approximately 6.29 percent to 0.94 acres per 1,000 persons and would remain above the recommended weighted average ratio of 0.32 acres per 1,000 residents and workers in the future with the proposed actions. As the passive open space ratio for workers and the combined passive open space ratio for workers and residents would remain above recommended guidelines, the Proposed Project would not have significant adverse impacts to open space in 2009.

2014

With the completion of the Proposed Project, the daytime population in the study area would total approximately 7,154 persons. The acreage of passive open space would remain at 11.73 acres. The ratio of passive open space for the daytime population would decrease from the 2014 No Build condition to 1.64 acres per 1,000 workers, which is still well above the guideline of 0.15 for the daytime population. The passive open space ratio per 1,000 residents and workers would increase from the 2014 No Build condition to 0.88, and would remain above the recommended weighted average ratio of 0.31 acres per 1,000 residents and workers in the future with the proposed actions. As the passive open space ratio for workers and the combined passive open space ratio for workers and residents would remain above recommended guidelines, the proposed actions would not have significant adverse impacts to open space in 2014. Overall, the Proposed Project would not have any significant adverse impacts on open space.

SHADOWS

Overall, the Proposed Project would have no significant adverse shadow impacts. The proposed buildings would cast shadows on Macombs Dam Park, but these shadows would be cast during the midday hours of the winter months and would mostly fall on paved areas, and thus would not affect park usage or vegetation growth. The open space to be created by the City would receive

incremental shadows throughout the year; however, it would be only covered by project-generated shadows in the early morning hours. In summary, incremental shadows would not meet any of the criteria that would lead to a significant adverse impact based on shadow coverage.

HISTORIC RESOURCES

ARCHAEOLOGICAL RESOURCES

The study area for archaeological resources is the Area of Potential Effect (APE), the area of planned construction and disturbance on the project site. At the request of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), a Phase IA Archaeological Assessment was prepared for the project site by Historical Perspectives, Inc.

2009

Portions of the APE at the northern end of the project site contain the potential for precontact archaeological resources to be located beneath the layer of peat found under fill deposits and river mud. However, project specifications indicate that future excavation would only extend to the depth of these potential resources (i.e., to below the peat layer) in the form of building pilings. Due to the depth of the potential precontact resources and the difficulty in accessing the potentially sensitive strata, which are well below the water table, no archaeological field investigations are recommended for precontact resources at this time. Full excavation for the proposed buildings would only extend approximately three to four feet below grade, for the construction of pile caps within the proposed buildings' footprints; this depth would not reach the peat layer or below. Future utilities planned for the site would not be located any deeper than existing utilities on the property.

Historic period archaeological sensitivity for the project APE is low, and no archaeological field investigations are recommended for historic period resources. Therefore, the project is not expected to have any significant adverse impacts on archaeological resources.

It is anticipated that the City—with contributions from the project sponsor—would develop an approximately 2-acre waterfront public open space on a portion of the Bronx Terminal Market area west of Exterior Street. The City is committed to constructing the off-site public open space by the Proposed Project's 2009 Build year. This construction would occur in an area determined not to have archaeological sensitivity.

2014

The future hotel site falls within the area of precontact archaeological sensitivity. While construction specifications for the proposed hotel have not yet been determined, it is expected that the excavation for the hotel would be consistent with that of the other proposed buildings. Therefore, the project is not expected to have any significant adverse impacts on archaeological resources. If future project specifications for the proposed hotel indicate it would require deep excavation instead (i.e., excavation that would penetrate/impact the peat layer or below the peat layer), then archaeological field investigations or monitoring for the recovery of precontact resources would be undertaken.

ARCHITECTURAL RESOURCES

2009

Project Site. All of the buildings on the project site—with the exception of Building D—would be demolished for the Proposed Project by 2009. The demolition of the buildings identified as historic resources—Buildings B and the Bronx House of Detention—would constitute a significant adverse impact. Measures to mitigate the effect of the proposed project on historic resources are being developed, in consultation with OPRHP. Potential mitigation measures are discussed in the “Mitigation” section.

Study Area. The project site is located far enough away (i.e. more than 90 feet) from the Bronx Terminal Market buildings on the west side of Exterior Street (Buildings F, G, H, and J) and the other known and potential historic resources in the study area (the 145th Street Bridge, 691 Gerard Avenue/109 153rd Street, and 690 Gerard Avenue) not to have any direct, physical effects on these resources from ground-borne vibrations or other potential construction-related issues.

The construction of the off-site open space to be developed by the City with contributions from the project sponsor, which would occur by the Proposed Project’s 2009 Build year, would presumably require the demolition of Bronx Terminal Market Buildings F and G.

The new, modern development on the project site would be expected to alter the context of the historic resources in the surrounding area. However, these resources already exist in an environment that is predominantly industrial, and this change is not considered a significant adverse impact. In addition, the bulk of the project development would be somewhat less noticeable from the resources along the Grand Concourse, which is at a higher elevation than the project site. While the project site buildings would be more noticeable from the Macombs Dam and 145th Street Bridges, they would not block views from those bridges to any historic resource.

2014

Project Site. There are no historic resources on the area of the project site to be developed as a hotel by 2014, and there would be no historic resources on the remainder of the project site by 2014. Therefore, the development of the proposed hotel would not affect any historic resources on the project site.

Study Area. The proposed hotel site is located far enough away (i.e. more than 90 feet) from the known and potential historic resources in the study area not to have any direct, physical effects on these resources from ground-borne vibrations or other potential construction-related issues. The development of a new, modern hotel on the project site would be expected to alter the context of the historic resources in the surrounding area. However, these resources already exist in an environment that is predominantly industrial, and this change is not considered a significant adverse impact.

URBAN DESIGN AND VISUAL RESOURCES

2009

Project Site

Urban Design. The Proposed Project would alter the street pattern of the project site by demapping 150th Street between River Avenue and Exterior Street, and eliminating 151st Street between River and Cromwell Avenues and Cromwell Avenue between Exterior Street and the Metro North Rail Road tracks. This change is not considered to be adverse, as these streets are currently underutilized and are not a defining element of the area's urban design. The Proposed Project also would substantially alter the appearance of the project site by replacing two of the existing one- and two-story, long, narrow industrial buildings and the 8- and 10-story Bronx House of Detention with a series of retail establishments of up to 96 feet in height, and a 6-level parking garage. The proposed buildings would be larger and squarer in form than the existing buildings, and their expected materials, coloration, and style would be different and more modern than those of the existing buildings on the project site. Building materials could include pre-cast concrete and brick, and the buildings are expected to have a warehouse aesthetic incorporating a variety of storefronts with industrial lighting and signage. While the proposed buildings would be considerably different than the existing buildings, the existing buildings are currently unutilized or underutilized and have a neglected quality, and the proposed buildings would be expected to improve the visual quality of the site. The renovation of Building D and its reuse for retail would also be expected to improve the visual quality of the site. The proposed and retained buildings also would maintain the existing streetwalls on Exterior Street and River Avenue. The proposed retail and parking uses would be expected to generate more pedestrian activity than the existing wholesale and retail uses. The signage to be erected on the sides of the proposed buildings and above Retail Building E.1 would include elements intended to create a visual rhythm along the Major Deegan Expressway.

The Proposed Project would create landscaped passageways between the proposed buildings, allowing for better pedestrian access, and would introduce street lighting and trees to improve the visual appearance of the project site. The landscaped passageways across the project site would not be built upon and would be available for public use, facilitating access to the waterfront public open space to be created by the City. The Belgian block paving on Exterior Street would be removed as part of the Proposed Project; however, it is possible that the pavers would be incorporated into the design of the public open space. In summary, the Proposed Project is not expected to have a significant adverse impact on the urban design of the project site.

Visual Resources. The demolition of the Bronx House of Detention could create new views to Yankee Stadium from the project site; however, the construction of the proposed buildings could eliminate other views of the stadium from the project site. Views of the Bronx House of Detention from the project site are mainly of the rear or western façade which is not original to the building.

Study Area

Urban Design. The Proposed Project would not alter the street pattern, block shapes, or natural features of the Bronx or East Harlem study area.

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The Proposed Project would enhance the vitality of streets in the study area by introducing new commercial and parking uses and pedestrian activity to the project site. It would also improve the appearance of the area's streetscape by adding street lighting and landscaping. The lighting of the pedestrian walkways could include industrial light fixtures as well as decorative accent lighting. The Proposed Project would include signs that would be visible from the surrounding area. Illuminated signs identifying retail tenants would be located on the renovated Building D (aka Retail Building E.1) and Retail Buildings A and B/F and would be located along the public streets that run through and along the project site. Taller backlit signs approaching heights of approximately 155 feet, 87 feet, and 100 feet respectively would be located along Exterior Street at the corners of Retail Buildings B/F and G, and along River Avenue on the proposed parking garage. The proposed signage would draw attention to the retail development and the surrounding recreational space and would create visual interest along the Major Deegan Expressway. The Proposed Project would not affect other streetscape elements within the Bronx study area. The Proposed Project would not affect streetscape elements in the East Harlem study area.

The Proposed Project would introduce a land use that is complimentary to the surrounding area, as it would create major retail facilities which would serve residents in the Bronx and northern Manhattan. The height of the proposed buildings would be similar to that of the residential buildings located along East 153rd Street and along Gerard and Walton Avenues north of East 153rd Street. In addition, Hostos Community College, located at East 145 Street and the Grand Concourse, is comprised of buildings of a similar height and bulk, and Yankee Stadium, to the north of the project site, is approximately 130 feet tall. Therefore, the proposed buildings would be in keeping with the height and bulk of some of the existing structures in the study area. The expected design of the buildings could be referential to the surrounding industrial scale buildings along the waterfront. The renovated Building D would be in keeping with the height, bulk, and design of the extant Bronx Terminal Market buildings on the west side of Exterior Street.

In the future with the Proposed Project, it is anticipated that the City, with contributions from the project sponsor, would develop a portion of the waterfront area west of Exterior Street with a 2-acre public open space. The City is committed to developing the off-site public open space by the Proposed Project's 2009 Build year. The programming of this open space and the actions required for its development are yet to be determined. This new open space would facilitate access to the Harlem River, and views from Exterior Street to the waterfront would be improved.

The Proposed Project would not affect building uses, bulk or arrangements in the East Harlem study area.

Visual Resources. While the Proposed Project would result in the demolition of the Bronx House of Detention, this resource is only visible from specific locations within the study area and from the elevated Expressway. Additionally, views of the resource are mainly of the rear or western façade which is not original to the building. The removal of the Bronx House of Detention could also allow for new views of Yankee Stadium from the study area. The proposed signage at the corners of the proposed buildings could obstruct some views from the Major Deegan Expressway to the surrounding area; however, because they are available only from passing vehicles, such views are of short duration and are not considered significant. As described above, it is expected that the public open space to be developed by the City will be constructed within the Proposed Project's 2009 Build year. Therefore, views from Exterior Street to the Harlem River waterfront would be improved. The restricted views of the Harlem River waterfront, East Harlem, and the 145th Street and Macombs Dam Bridges from the area west of

the Bronx Terminal Market Buildings G, H, and J on the west side of Exterior Street would not be affected.

2014

Project Site

The second phase of the Proposed Project would involve the development of a hotel on the northern portion of the project site by the 2014 Build year. This would be a new use on the project site and in the study area; however, it would be compatible with the retail center which would already exist on the project site by 2014. The development of the proposed hotel would not alter any street patterns, block shapes, natural features, or adversely affect views to visual resources from the project site.

Study Area

Urban Design. The construction of the hotel would not alter any street patterns, block shapes, or natural features within either study areas.

The proposed hotel would not adversely affect the streetscape of the study area. It is anticipated that development of the hotel would bring greater activity to the streets of the project site and the study area in the Bronx. The proposed hotel would not impact the streetscape of the East Harlem study area.

The proposed hotel use would be compatible with the retail center which would already exist on the project site by 2014. At approximately 230 feet in height, the hotel would be taller than the buildings currently on the project site and in the study area; however, it would occupy a much smaller footprint than the proposed retail buildings. Therefore, its bulk would be most noticeable from across the Harlem River or along East 153rd Street near the project site.

Visual Resources. The proposed hotel would not have significant adverse impacts on the visual resources within the study area. Since the hotel would be located west of East 153rd Street, it would not block existing views of Yankee Stadium and the Bronx County Courthouse from the majority of the study area. Some views of the Bronx County Courthouse from across the Harlem River in Manhattan could be eliminated; however, these are very distant views, and other, closer views to the courthouse would not be affected. Therefore no significant adverse effects to the visual resources of either study area are expected from the second phase of the Proposed Project.

NEIGHBORHOOD CHARACTER

2009

The first phase of the Proposed Project would result in a major change in land use on the project site. This change is considered to be complementary to the area, as it would create a major retail facility that would serve the residents, workers, and visitors of surrounding communities and Yankee Stadium. Wholesale commercial uses, vacant space, and an unused detention center would be removed from the site to allow for development of active retail uses and parking. The project site is currently underutilized, and the Proposed Project would bring a greater intensity of use to the project site.

The proposed buildings would be larger and squarer in form than the existing buildings, and their expected materials, coloration, and style would be different and more modern than those of

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the existing buildings on the project site. The buildings would, however, be similar in height to the residential buildings located along East 153rd Street and along Gerard and Walton Avenues north of East 153rd Street, the buildings at Hostos Community College, and Yankee Stadium. Therefore, the proposed buildings would be in keeping with the height and bulk of some of the existing structures in the study area. As the existing buildings on the project site are currently unutilized or underutilized and have a neglected quality, the proposed buildings would be expected to improve the visual quality and the character of the area.

The Proposed Project would modify the shapes of the project blocks by demapping portions of several streets to create a superblock. These streets are currently underutilized and form blocks with unusual shapes. The change would not result in a negative neighborhood character impact related to urban design, as it would not significantly alter the basic street pattern or block shapes of the study area.

In general, the Proposed Project is expected to enhance the vitality of the surrounding streets by introducing active retail uses and increasing visitation to the project site. The Proposed Project would also add to the visual quality of the surrounding area, by creating landscaped passageways between buildings, introducing street lighting and trees, and opening up views from the project site to the Harlem River.

In the future with the Proposed Project, it is anticipated that the City, with contributions from the project sponsor, would develop a portion of the waterfront area west of Exterior Street with a 2-acre public open space. The City is committed to developing the off-site public open space by the Proposed Project's 2009 Build year. The programming of this open space and the actions required for its development are yet to be determined. This new open space would facilitate access to the Harlem River, and views from Exterior Street to the waterfront would be improved. The Proposed Project's landscaped passageways across the project site would be publicly accessible and would facilitate access to this public open space.

Although the Proposed Project would require the demolition of two of the historic resources on the project site (Buildings B and the Bronx House of Detention)—this impact would be lessened by mitigation that is being developed in consultation with OPRHP. Mitigation measures are anticipated to include retaining and reutilizing Building D for retail development in conjunction with the Proposed Project; reutilizing ornamental elements from the Bronx House of Detention within the River Avenue façade of the proposed Retail Building B/F as well as the plaza on River Avenue at the entrance to the southern passageway through the site; affixing a plaque either to the side of Retail Building B/F near the plaza or incorporated into the plaza design, describing the Bronx House of Detention's significance as an example of WPA-era institutional architecture designed by Joseph Freeland; affixing a plaque to the side of Building D describing the history of the Bronx Terminal Market and its role in the development of terminal markets in the United States; and recording Buildings B and D and the Bronx House of Detention through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative.

The construction of the off-site open space to be developed by the City with contributions from the project sponsor would presumably require the demolition of Bronx Terminal Market Buildings F and G.

The Proposed Project would displace some existing businesses; however, the businesses on the project site are not dependent upon siting on the waterfront and do not substantially contribute to defining the neighborhood, and thus removal would not result in a significant adverse impact to

the neighborhood character of the area. The Proposed Project would not have the potential to adversely affect competitive stores throughout the study area. The project's destination retail would not compete with local shopping areas that are neighborhood-oriented and would not jeopardize the viability of any retail strips in the study area.

The Proposed Project would include several improvements to the roadway network. Exterior Street between 149th Street and its northern terminus and River Avenue between 149th and 153rd Streets would be substantially upgraded to include pavement resurfacing, dedicated turning lanes into the site, and widening along certain sections to provide two full travel lanes in each direction. New traffic signals would also be installed at parking garage driveways on Exterior Street in order to facilitate vehicle access in and out of the proposed parking garages. Yankee Stadium parking facilities would be displaced by the Proposed Project; however, the Proposed Project's parking facilities would provide capacity for the displaced Yankee Stadium parking activity. Although there would be significant increases in traffic volumes in the surrounding neighborhood, including along the Major Deegan Expressway, street network and Expressway capacities would be sufficient to accommodate traffic from the Proposed Project with the proposed mitigation measures, which include standard traffic engineering improvements as well as the widening of the northbound Major Deegan Expressway ramp at 149th Street. The Proposed Project is expected to generate a number of pedestrian trips to and from the site. The neighborhood's sidewalks are expected to have sufficient capacity to accommodate this increase in demand. Therefore, the Proposed Project should not have a pedestrian-related impact on neighborhood character.

The Proposed Project is also expected to generate a number of pedestrian trips to and from the site and to increase public transportation demand in the area. All subway station stairways would operate at LOS D or better during all peak periods, with the exception of several stairways at the 161st Street-Yankee Stadium Station during game day peak periods. During Saturday midday game and non-game peak periods, the north crosswalk at 149th Street and River Avenue would experience decreases in levels of service. However, the neighborhood's sidewalks, subways, and buses are expected to have sufficient capacity to accommodate these increases in demand with the mitigation measures proposed. Therefore, the Proposed Project should not have traffic- or transit-related impacts on neighborhood character. With the Proposed Project, changes in noise levels would be barely perceptible and there would be no resulting noise-related neighborhood character impacts. In the future with the Proposed Project, the City would create an off-site public open space, a noise-sensitive receptor, in an area with high ambient noise.

The first phase of the Proposed Project would not significantly adversely affect the combined elements contributing to the neighborhood character of the study area. No significant adverse impacts to neighborhood character would result from the Proposed Project.

2014

The second phase of the Proposed Project would introduce a new hotel use to the project site. The hotel would be compatible with the retail center that would already exist on the project site by 2014. No businesses would be displaced by the construction of the hotel, which would be constructed on a vacant part of the project site, and it would be the only such facility in the study area. Activity would be increased on the currently vacant northern portion of the project site and the visual quality of this area would be enhanced by the addition of a modern building and landscaping. The development of the hotel would not alter any street patterns, block shapes, or natural features on the project site or in the study area, or have any significant adverse effects on

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views to visual resources from the project site. There would be no significant adverse impacts on open spaces from the second phase of the project.

The proposed hotel would continue to bring greater activity to the streets of the project site and the study area, and the building form would be compatible with the previously developed retail center. At approximately 230 feet in height, the hotel would be taller than the buildings currently on and proposed for the project site, as well as existing buildings in the study area; moreover it would occupy a much smaller footprint than the proposed retail buildings, and therefore its bulk would be most noticeable from across the Harlem River or along 153rd Street near the project site. The proposed hotel would also not have significant adverse impacts on the visual resources within the study area; it would not block existing views of Yankee Stadium from the majority of the study area.

There are no historic resources on the area of the project site to be developed as a hotel, and there would be no historic resources on the remainder of the project site by 2014. Therefore, the development of the proposed hotel would not affect any historic resources on the project site. Construction of the proposed hotel would be far enough away from the known and potential historic resources in the study area so as not to have any direct, physical effects on these resources. While the development of a new, modern hotel on the project site would be expected to alter the context of the historic resources in the surrounding area, these resources already exist in an environment that is predominantly industrial, and this change is not considered a significant adverse impact.

The majority of the increases in traffic and pedestrian volumes and public transportation demand would be generated by the retail portion of the Proposed Project to be developed by 2009. Therefore, the proposed hotel would generate smaller increases in traffic, pedestrians, and public transportation demands, and the Proposed Project would not have any traffic- or transit-related neighborhood character impacts by 2014. Noise levels with the completion of the Proposed Project would change imperceptibly and would have no resulting impact on neighborhood character.

In summary, the completion of the Proposed Project would not adversely affect the combined elements contributing to the neighborhood character of the study area. No significant adverse impacts to neighborhood character would result from the Proposed Project.

NATURAL RESOURCES

CONSTRUCTION IMPACTS

Currently, the project site provides minimal wildlife habitat other than small areas with ruderal vegetation along the waters edge, the small woodlot in the eastern portion of the site, and vacant buildings that may be used by urban wildlife typical of highly developed portions of cities such as pigeons, starlings, house sparrows, and rodents. Therefore, the Proposed Project would have no significant impacts on the limited terrestrial natural resources occurring on the site.

The project site is comprised of upland areas which are not regulated by NYSDEC or the USACOE under their respective regulatory programs. However, the new stormwater outfall would be constructed along the shoreline of the Harlem River, which is a regulated water of the U.S. and a mapped Tidal Wetland. USACOE has determined that the extent of federal jurisdiction on this offsite parcel is the spring high tide line along the shoreline, including the area where the outfall would be constructed. There are intertidal waters/mudflats (waters of the U.S.), which have developed in the interpier areas that are near the proposed stormwater outfall. NYSDEC has indicated through a Jurisdictional Determination and based on a physical

inspection of the site that state-regulated Tidal Wetlands (Littoral Zone) boundaries extend up to the mean high water line of the Harlem River. NYSDEC also regulates an adjacent area, or upland buffer, under the Tidal Wetland Regulations. The outfall would not be constructed in any of the interpier areas or in NYSDEC-regulated adjacent area; thus, the only potential short-term impacts would be to the waters of the U.S. and NYSDEC-tidal wetlands in the very limited area associated with outfall construction.

Tidal wetland adjacent area disturbance would occur during construction of the off-site public open space to be developed by the City. The disturbance would include replacement of existing-disturbed sparsely vegetated adjacent area with a landscaped public open space. This activity is expected to have no significant impacts and may have a beneficial ecological effect on the adjacent area.

The proposed ground elevations would remain close to the existing elevations. As discussed above, this area is subjected to coastal flooding, not riverine flooding. Because a major component of coastal flooding is caused by tides, this type of flooding can be predicted. Typically, several days of notice are available for coastal flooding. In that time, the project site could be secured to any damage from the flooding. The proposed buildings would not cause additional flooding because they would not block water from flowing around the area and would not reduce the ability of the floodplain to store water nor increase flooding risks to the surrounding area. Best engineering practices would be used to minimize flood damages to the buildings, roadways, and utilities located in the floodplain.

Water quality changes associated with increases in suspended sediment and re-suspension of contaminated sediments from construction would be minimal and are expected to dissipate shortly after the outfall is installed. A stormwater pollution prevention plan (SWPPP) would be prepared for the Proposed Project in accordance with established engineering practices as part of the SPDES permitting process. Implementation of best management practices for erosion and sediment control and other measures of the SWPPP would minimize potential water quality effects associated with the discharge of stormwater during construction activities. Such measures would include the use of silt fencing and/or hay bales adjacent to upland limit of disturbance and a silt curtain for the “in-water” activities.

Construction of the new outfall would have the potential to result in temporary impacts to fish and benthic macroinvertebrates due to temporary increases in suspended sediment, potential release of contaminants from disturbed sediments, and noise associated with in-water construction activities. These effects would be localized and would not be expected to significantly impact aquatic biota.

The proposed construction of a new outfall at the shoreline would disturb a very small area of benthic habitat. Benthic organisms would be expected to recolonize these areas. Disturbance to benthic communities during construction would be minimal and would not significantly impact the food supply for fish foraging in the area. Under the Proposed Project, water quality should be improved as a result of the overall improvements to the stormwater management system.

The creation of the off-site public open space by the City could involve improvements to the water’s edge; however, the plans for this area have not yet been developed.

The Proposed Project would employ best management practices to prevent potential disturbances from any work below mean high water, and therefore no significant impacts to endangered, threatened, and special concern species would be expected during construction activities.

OPERATIONAL IMPACTS

The Proposed Project would add vegetated areas within the landscaped areas of the site that have the potential to provide some limited habitat to bird species and other wildlife. Construction of the Proposed Project would result in an increase in the amount of green space on the site.

The open space to be developed in the future by the City also would add vegetated areas that have the potential to provide some limited habitat.

No adverse impacts to wetlands are expected to occur from operation of the Proposed Project. In addition, there are no expected impacts to regulated adjacent areas.

The Proposed Project's buildings, roadways, and utilities would be located within the 100-year floodplain. The proposed ground elevations would remain close to the existing elevations, but the buildings would be built to above the floodplain level. Generally, the first floor elevation of the proposed buildings would be approximately 10 feet above Bronx Borough Datum and more than one foot above the 100-year floodplain elevation, complying with Local Law 33 of 1988. Therefore, operation of the Proposed Project would not be expected to result in significant adverse impacts to floodplains.

The existing estimated stormwater discharge to the Harlem River is 146 cubic feet per second (cfs), and the estimated stormwater discharge to the Harlem River with the Proposed Project is 149 cfs. The proposed development would result in a nominal increase in stormwater discharge to the Harlem River. It is also anticipated that due to operational controls incorporated into the design of the proposed facilities, stormwater runoff quality would improve.

The New York City Department of Parks and Recreation implements an Integrated Pest Management (IPM) strategy for the management of all turf within its facilities. The IPM results in healthy grass areas with minimal use of fertilizers, pesticides, and herbicides and thus minimizes the discharge of pesticides to surface water from stormwater runoff generated within these open space areas. Implementation of the IPM strategy within the open space to be developed by the City would minimize potential adverse impacts to surface water quality from the discharge of stormwater generated in this area.

NYNHP and USFWS have determined that there are no known occurrences of threatened or endangered species on the project site and there are no areas within the project area that are considered "critical habitat." NMFS has determined that shortnose sturgeon may be present within the Harlem River as possible (likely rare) transients. As transients, the shortnose sturgeon would be unlikely to regularly occur in the area of the proposed stormwater outfall. Under the Proposed Project, water quality should be improved as a result of the overall improvements to the stormwater management system.

MEASURES TO MINIMIZE IMPACTS

As required for construction activities that disturb one acre or more of land, a SWPPP would be prepared in accordance with established engineering practices. Implementation of best management practices for erosion and sediment control and other measures of the SWPPP would minimize potential water quality effects associated with the discharge of stormwater during upland construction activities. Best management practices would be used to prevent, or minimize, the potential disturbance from any work below mean high water. The repairs and improvements to the existing stormwater management system, including the elimination of four

silted and clogged stormwater outfalls and the construction of a new stormwater outfall, would have a positive impact on water quality.

HAZARDOUS MATERIALS

The project sponsor has entered into agreements with NYSDEC under the auspices of the New York State Brownfield Cleanup Program (BCP) to investigate and, where necessary, remediate contamination on large portions of the site as part of its redevelopment. There were initially two Brownfield Cleanup Agreements (BCAs), for two portions of the original project site. One BCA was initially for the Eastern Parcel and Park Area, but was amended to exclude the Park Area in October 2005. This is the BCA that applies to the project site. The second BCA is for the Western Parcel (i.e., the area north of the proposed open space to be developed by the City, and west of Exterior Street), which is no longer part of the Proposed Project.

It is assumed that the off-site area to be developed by the City as a public open space would be remediated as part of that development.

Under the BCA for the project site, a draft Remedial Work Plan (RWP) would be submitted to NYSDEC and the New York State Department of Health (NYSDOH) after the completion of an Investigation Report describing and characterizing the environmental conditions of the project site. The RWP would include remedial actions, as necessary, to be performed before, during, and/or after construction of the Proposed Project. NYSDEC, NYSDOH, and NYCDEP would review this plan, and the public would be provided the opportunity to submit comments. The RWP would include a Health and Safety Plan (HASP), Community Air Monitoring Plan (CAMP), Soil Management Plan (SMP) and a description of site engineering controls to include surface cover requirements and building vapor barriers. Following approval, NYSDEC would monitor implementation of the RWP in accordance with the terms of the BCA. Upon completion of the remedial action consistent with the Remedial Work Plan (RWP), a final engineering report will be submitted for NYSDEC's approval.

The BCP is designed to encourage the private sector to acquire and reuse contaminated real estate through a comprehensive program of rigorous investigation to document the environmental conditions on a site, detailed remedial design and remedial action oversight, along with a public participation element. To meet the BCP requirements for public participation, the sponsor has developed and submitted a Community Participation Plan (CPP) to NYSDEC for each parcel included in the BCP.

Without appropriate controls, there would be a potential for adverse impacts resulting from the presence of subsurface contamination, as well as asbestos-containing materials (ACMs) and lead-based paint in the site's buildings, since demolition, excavation and construction activities could disturb hazardous materials and increase pathways for human exposure. However, impacts would be avoided by performing construction activities in accordance with the following protocols that will be detailed in a RWP:

- Prior to construction or as part of initial construction activities for the project, additional investigation (if necessary) and/or remediation of all identified areas of contaminated soil and removal of all remaining petroleum storage tanks (and any associated dispensers, piping, fill ports and contaminated soil) found to require remediation or removal by the project sponsor in conjunction with NYSDEC, NYSDOH, and NYCDEP, would be performed in accordance with applicable federal, state, and local requirements. This will include the proposed work described in Section B. The specific remedial objectives will be developed in

close coordination with the NYSDEC and NYSDOH (with input from NYCDEP), and will primarily be based on health risk-based analysis of the data accumulated during all investigation activities at the site and future development and use of the site. At this time, the available data suggest that remediation will consist of excavation and proper off-site disposal of petroleum contaminated soil, metal hot spot soil that is not consistent with the site fill, and other non-reusable petroleum contaminated fill materials, and removal of all above and below ground storage tanks in accordance with NYSDEC regulations. After excavation of the impacted soil and the underground storage tanks, end point soil samples will be collected in accordance with NYSDEC requirements to confirm that remedial objectives have been met.

The only exception to this removal will be the areas underlying the foundation of the former Building A and the existing Building D, where limited amounts of petroleum-contaminated material is intertwined with building foundation components. Limited removal will occur in the Building A foundation area because the existing foundation will remain and become an integral part of the foundation for the planned retail building. Building D will remain in its entirety in order to preserve it as a historic resource. Petroleum-contaminated soil beneath these foundations must remain in place because possible dewatering and excavation under pile caps would require dangerous, confined space hand work and would risk damage to the piles. These limited areas of petroleum contaminated soil can be safely left in place, because sub-slab depressurization systems (SSDS) will protect future occupants from potential exposure to vapors associated with a petroleum-contaminated soil that have the potential to enter such structures. The monitoring wells installed downgradient of Buildings A and D indicate that contaminants are not migrating from these areas.

- In addition, there is a potential need for a vapor barrier and/or a SSDS under proposed Retail Buildings C and E.2 (in addition to the former Building A and the existing Building D, to become Retail Buildings A and E.1, respectively). The need for such measures will be determined (in consultation with the appropriate agencies) upon evaluation of soil gas, groundwater and soil remedial investigation results. A determination will be made as to the necessity of an appropriate vapor barrier, which would be chemically compatible with the constituents present in the soil gas and thereby would provide long-term protection from exposure. Any necessary vapor barriers and/or a SSDS would be incorporated into the design plan for Retail Buildings C and E.2. The conceptual design of the vapor barrier system and/or SSDS will be provided in the RWP and submitted to the NYSDEC, NYSDOH, and NYCDEP for review and approval. In the case of the open parking garage, natural ventilation will prevent health impacts from soil vapor intrusion. The enclosed parking garage under Retail Building B/F will have a ventilation system independent from the retail structure above it, the ventilation system of which will effectively remove vapors that enter that building.
- If dewatering were required for construction, there would be a potential for contact with contaminated groundwater. Although testing to date indicates that the majority of the site's groundwater would meet NYCDEP sewer discharge requirements, additional testing would be performed, as conditions may vary around the site, and if necessary pretreatment would be conducted prior to the water discharge to the City's sewer system, as required by NYCDEP permit/approval requirements.

- Since much of the soil sampled does not meet the most stringent guidelines for unrestricted use, landscaped areas of the proposed development would be capped with at least two feet of imported acceptable soil.
- All activities involving disturbance of existing soils would be conducted in accordance with a HASP that would detail measures, including health and safety guidelines and work practices, to reduce the potential for exposure (e.g., dust control). The procedures would be developed through evaluation of the suspect contaminants and the work to be performed. Contingencies to address potential hazards would be included. Workers that have the potential to come in contact with contaminated materials would be required to read, understand, and implement the procedures specified in the HASP. The HASP would include both a worker and community air monitoring plan to detect and respond to any emissions of vapors or dust from the site.
- A SMP would describe the procedures to identify and manage known contamination and unexpectedly encountered contamination. In the event that soil containing petroleum or other potentially contaminated materials is discovered during excavation activities (e.g., through staining, discoloration or odor), such soil would be segregated, stockpiled, sampled for characterization purposes sufficient to meet the requirements of the applicable disposal facility, transported off-site by a licensed transporter, and disposed of in an approved treatment or disposal facility in accordance with all applicable federal, state, and local regulations and guidelines. Soil with no indication of petroleum or other contamination would be sampled to determine whether it could be reused on-site under impervious surfaces or the acceptable imported soil cap.
- To protect workers and the general public during site preparation and construction activities, dust control measures would be undertaken. These would typically include such measures as fine sprays of water, mist curtains, or chemical foams within the excavation area. Tarpaulins will be used to cover stockpiled or staged soils. Dust generated by other construction activities would be suppressed by spraying water during dry weather, cleaning vehicles and other equipment prior to leaving the site, placing gravel on areas of exposed soil used for vehicle activities, covering the trucks with a tarp prior to leaving the site, and sequencing construction activities to minimize areas of exposed soil.
- The ACM identified in the comprehensive asbestos survey would be removed and disposed of in accordance with all federal, state, and local regulations.
- Any demolition activities with the potential to disturb lead-based paint would be performed in accordance with the applicable Occupational Safety and Health Administration regulation (OSHA 29 CFR 1926.62 - Lead Exposure in Construction).
- Upon completion of the remedial activities described above, it is anticipated that institutional controls would be put into place to assure the long-term protection of public health and the environment. Those institutional controls would include, among other things, an environmental easement, as required by participation in the BCP, which would allow only commercial use of the site. Institutional controls would be supplemented with engineering controls to inspect and maintain the acceptable soil cover over open space/landscaped areas, and asphalt and concrete cover over other areas, and to prevent any vapor intrusion into site buildings through the use of vapor barriers and/or SSDS to prevent human exposure.

With the implementation of these measures, no significant adverse impacts related to hazardous materials would result from demolition and/or construction activities on the project site. Following construction, there would be no further potential for the Proposed Project to have significant adverse hazardous materials impacts.

WATERFRONT REVITALIZATION PROGRAM

The project site is located in the coastal zone designated by New York State and City and is therefore subject to their coastal zone management policies. The Proposed Project would be consistent with the policies of the city's Local Waterfront Revitalization Program (WRP) 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 and its objective to improve pedestrian connections to the Harlem River waterfront. The New York City Waterfront Revitalization Program Consistency Assessment Form is included in this document as Appendix D.

INFRASTRUCTURE

As part of the Proposed Project, the existing 20-inch main in Exterior Street would be reconstructed. All new water lines would be designed and built to meet NYCDEP requirements. Water mains located within City streets proposed to be demapped would be capped and removed/abandoned in accordance with NYCDEP requirements. The additional demand is not expected to adversely affect the City's water supply or local water pressure

Sanitary sewers also would be constructed within Exterior Street as part of the Proposed Project. New sewer lines would be designed in accordance with the NYCDEP amended drainage plan for the area and will be built to meet all NYCDEP requirements. The Proposed Project would not exceed the capacity of the local sewer system. The Proposed Project is not expected to result in significant adverse impacts on the existing City's sewer system

The Proposed Project would include construction of a NYCDEP storm sewer within Exterior Street in accordance with the City's amended drainage plan for the area. The drainage plan would be amended as part of the mapping action associated with the Proposed Project. At the direction of NYCDEP, the plan also would include a single new outfall into the Harlem River to replace the four existing outfalls from the project site into the Harlem River.

New site storm sewers would be constructed to collect runoff from the buildings, parking areas, and pervious area within the project site. These internal drains would discharge into the newly constructed NYCDEP storm sewer within Exterior Street. Stormwater runoff from the Major Deegan Expressway would also discharge into the new NYCDEP storm sewer in Exterior Street. Runoff from areas served by these stormwater sewers would not enter the combined sewers and would not flow to Ward Island WPCP. Overall, the stormwater runoff is expected to increase from the existing 146 cfs to 149 cfs with the Proposed Project with the creation of the off-site public open space by the City, which is an insignificant increase. This would not have a significant adverse impact on water quality benefits in the Harlem River.

The existing City infrastructure has sufficient capacity to accommodate the Proposed Project without having a significant adverse impact on other users.

SOLID WASTE

The Proposed Project would increase the volume of solid waste generation at the site. It would also be required to comply with the City's recycling program. Total weekly solid waste generation with the Proposed Project would amount to 151,139 pounds per week (about 76 tons), based on the project's size and anticipated uses. All solid waste would be handled by private carters. The Proposed Project would represent a very small increase in the amount of solid waste generated, and therefore would not have an adverse impact on solid waste handling and disposal systems.

ENERGY

The Proposed Project, which would use natural gas (for heating) and electrical components (for cooling) for its HVAC systems, would create new energy demands at the site. Electricity and gas would be supplied by Consolidated Edison, which would be used to provide heating, cooling, and lighting to the Proposed Project. With the Proposed Project, at least two existing transformer substations on the site would be decommissioned, and one new transformer/network substation would be constructed to serve the proposed buildings. The operational consumption for the Proposed Project is expected to be approximately 126 billion British Thermal Units per year. Consolidated Edison could easily supply this energy without disruption to the main distribution system. Thus, there would not be any significant adverse energy impacts from the Proposed Project.

TRAFFIC AND PARKING

A traffic study area encompassing 16 intersections was analyzed. The locations analyzed in the study area currently operate at levels of service ranging from extremely favorable (LOS A) at River Avenue and 157th Street (for example), to poor (LOS F) at the multi-legged intersection of 149th Street, the Major Deegan Expressway's northbound exit ramp, Exterior Street, and River Avenue. Generally, unacceptable levels of service prevail at the aforementioned 149th Street intersection for all peak periods. Traffic conditions were analyzed under both non-Yankee game scenarios (weekday midday and PM peak hours and Saturday midday peak hour) and game day scenarios (weeknight pre-game peak hour, Saturday midday pre-game peak hour, and Saturday PM post-game peak hour).

Nineteen public parking facilities surveyed within ½-mile of the project site contain approximately 7,516 spaces. On a typical non-game day peak hour during a weekday or Saturday, the occupancy level is less than seven percent, leaving about 7,000 unoccupied spaces available. On a typical weeknight game day, between 7-8 PM, occupancy peaks at about 75 percent; on a typical Saturday game day between 2-3 PM, the occupancy peaks at approximately 91 percent. Approximately 900 on-street parking spaces are available within ½-mile of the project site. Between 40 and 80 percent of parking spaces are occupied during non-game day and game day conditions.

TRIP GENERATION

2009

The Proposed Project retail development in 2009 can be expected to generate approximately 3,000 person trips (i.e., by all travel modes) in the non-game weekday midday peak hour, 6,500 person trips in the non-game weekday PM peak hour, and 8,800 person trips in the non-game Saturday midday peak hour. Equivalent peak hours on game days would generate slightly lower volumes of

Gateway Center at Bronx Terminal Market FEIS

person trips, because a portion of retail shoppers would be drawn to off-peak periods to avoid peak game day traffic arrival and departure hours. The game day peak hours are expected to generate 5,850 person trips in the pre-game weekday PM peak hour compared to 6,500 in the non-game weekday PM peak hour, and 7,050 person trips in the pre-game Saturday midday peak hour compared to 8,800 in the non-game Saturday midday peak hour; the Proposed Project is estimated to generate approximately 5,300 person trips in the post-game Saturday PM peak hour.

The Proposed Project can be expected to generate approximately 985 vehicle trips (i.e., by autos, taxis, and trucks) in the non-game weekday midday peak hour, 2,045 vehicle trips in the non-game weekday PM peak hour, and 2,323 vehicle trips in the non-game Saturday midday peak hour (it should be noted that taxis “count” as two trips—the inbound taxi with passengers and its departure either with or without passengers). The Proposed Project is estimated to generate 1,884 vehicle trips in the pre-game weekday PM peak hour, 1,857 vehicle trips in the pre-game Saturday midday peak hour, and 1,405 vehicle trips in the post-game Saturday PM peak hour. These may well be significantly conservative projections (i.e., higher than what may realistically be expected), as many more shoppers may choose to drive at times not as heavily trafficked by Yankee fans going to or leaving a game.

2014

With the Proposed Project’s hotel development built in 2014, the overall project can be expected to generate 3,182 person trips (i.e., by all travel modes) in the non-game weekday midday peak hour, 6,713 person trips in the non-game weekday PM peak hour, and 9,120 person trips in the non-game Saturday midday peak hour. On game days, the project would generate 6,071 person trips in the weekday PM peak hour 7,380 trips in the Saturday midday pre-game peak hour, and 5,631 trips in the Saturday PM post-game peak hour. In 2014, the Proposed Project is estimated to generate 1,077, 2,163, and 2,446 vehicle trips in the weekday non-game midday peak hour, the weekday non-game PM peak hour, and the Saturday non-game midday peak hour, respectively. On game days, the project would generate 2,002 vehicle trips in the weekday PM peak hour, 1,980 vehicle trips in the Saturday midday pre-game peak hour, and 1,528 vehicle trips in the Saturday midday post-game peak hour.

PROGRAMMED IMPROVEMENTS, STREET CLOSURES, AND PARKING DISPLACEMENT

Exterior Street Improvements

Exterior Street, currently a wide, unstriped, cobblestone street with significant damage to the roadway surface, would be completely rebuilt with the Proposed Project. Upgrades include widening to two travel lanes per direction, a dedicated southbound left-turn lane into the parking garage on the east side of Exterior Street, pavement resurfacing, crosswalks at exits and entrances to parking areas, traffic signals at parking garage driveways, lane striping, signage, upgraded lighting, and aesthetically-pleasing streetscaping designs. Signal warrant analyses indicate that all three proposed traffic signals would be warranted.

River Avenue Improvements

River Avenue would be restriped with the Proposed Project to include crosswalks at 150th and 151st Streets and the proposed garage exit, two travel lanes per direction, shared left-turn/through lanes at 150th and 151st Streets, and streetscaping treatments. Motorists would experience improved levels of service before and after Yankee games along River Avenue due to the added capacity within the four-lane section between 149th and 151st Streets.

Major Deegan Expressway Improvements

As part of their redecking of the Major Deegan Expressway project, NYSDOT has been considering widening the northbound Exit4/149th Street off-ramp to two lanes, which would increase the capacity of the 149th Street/Exterior Street/River Avenue intersection. However, this ramp widening is unlikely to be built by NYSDOT, unless it is committed as mitigation needed by the Proposed Project, and its cost is borne by the project sponsor. Therefore, it is not included as a No Build development, but is addressed below in “Mitigation.”

Minor Street Closures

Portions of three streets would be closed as a result of the Proposed Project. 150th Street would be closed between River Avenue and Exterior Street, Cromwell Avenue would be closed north of 150th Street, and 151st Street west of River Avenue would become an entrance to the Proposed Project’s parking garage. Of the street closures, 150th Street between River Avenue and Exterior Street is the only segment that currently carries traffic in excess of 50 vehicles per hour.

A moderate number of trips (between 50 to 80 vph per direction) on 150th Street currently use this street as a cut-through between Exterior Street and River Avenue; very few motorists are through-trips along westbound 150th Street to Exterior Street—only about 20 to 30 vph. 150th Street allows southbound River Avenue motorists to access northbound Exterior Street and vice-versa without waiting at the 149th Street/Exterior Street/River Avenue intersection’s traffic signal. Also, westbound 149th Street motorists destined to northbound Exterior Street bypass the traffic signal by using the stop-controlled channelized right-turn lane and make a left onto 150th Street. So, as a result of the proposed street closure, approximately 40 to 50 vph per direction would likely divert from 150th Street to the 149th Street/Exterior Street/River Avenue intersection in the 2009 and 2014 Build conditions. This is accounted for in the Build analyses.

TRAFFIC LEVELS OF SERVICE AND IMPACTS

2009

2009 Build traffic volumes were developed by adding 2009 project-generated volumes to 2009 No Build volumes. 2009 traffic levels of service were then evaluated and compared to levels of service without the Proposed Project in order to determine where significant impacts would occur. It should be noted that three more signalized intersections and three more unsignalized intersections are evaluated in the Build condition since all access points to the project’s parking and service facilities have been included (the number of traffic movements has also increased from 64 to 77 under the Build conditions). Table S-3 provides an overview of where and in what time period significant impacts would occur in the 2009 Build condition. Mitigation alternatives for significantly-impacted locations are discussed below in “Mitigation.”

2014

2014 Build year traffic volumes were developed by adding 2009 and 2014 project-generated volumes to 2014 No Build volumes. Year 2014 traffic levels of service were then evaluated and compared to levels of service without the Proposed Project in order to determine where significant impacts would occur. It should be noted that three more signalized intersections and three more unsignalized intersections are evaluated in the Build condition since all access points to the project’s parking and service facilities have been included (the number of traffic movements has also increased from 64 to 77 under the Build conditions). Table S-4 shows where and in what time period significant impacts would occur in the 2014 Build condition.

Table S-3

2009 Build Condition Significant Impact Summary

Intersections	Without Yankee Game			With Yankee Game		
	Non-game Weekday Midday	Non-game Weekday PM	Non-game Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
East 138th Street at the Grand Concourse						
East 138th Street at the Grand Concourse (unsignalized)						
East 149th Street at the Grand Concourse	●	●	●	●	●	●
East 149th Street at Exterior Street/River Avenue/northbound Major Deegan Expressway	●	●	●	●	●	●
145th Street Bridge approach at Lenox Avenue		●	●	●		●
East 150th Street at Exterior Street/Cromwell Avenue (free-flow conditions in 2009 Build)						
East 150th Street at River Avenue/Bronx Terminal Market Southern "Pocket" Parking Lot				●	●	●
East 151st Street at River Avenue		●				●
East 153rd Street at River Avenue		●		●	●	●
East 157th Street at River Avenue						
East 161st Street at River Avenue	●	●	●		●	●
East 161st Street at the Grand Concourse	●	●	●	●	●	●
East 161st Street at Jerome Avenue/Woodycrest Avenue		●	●	●		
East 157th Street at the northbound Major Deegan Expressway service road		●			●	
Jerome Avenue at Ogden Avenue						●
West 155th Street at Macombs Place/Macombs Dam Bridge approach	●	●	●	●	●	●

Notes:

- Means the intersection would be significantly impacted.

The six new study intersections formed by the Proposed Project are not shown; they would be designed to operate at acceptable levels of service.

Table S-4
2014 Build Condition Significant Impact Summary

Intersections	Without Yankee Game			With Yankee Game		
	Non-game Weekday Midday	Non-game Weekday PM	Non-game Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
East 138th Street at the Grand Concourse						
East 138th Street at the Grand Concourse (unsignalized)						
East 149th Street at the Grand Concourse	●	●	●	●	●	●
East 149th Street at Exterior Street/River Avenue/northbound Major Deegan Expressway	●	●	●	●	●	●
145th Street Bridge approach at Lenox Avenue		●	●	●		●
East 150th Street at Exterior Street/Cromwell Avenue (free-flow conditions in 2009 Build)						
East 150th Street at River Avenue/Bronx Terminal Market Southern "Pocket" Parking Lot				●	●	●
East 151st Street at River Avenue		●			●	●
East 153rd Street at River Avenue		●		●	●	●
East 157th Street at River Avenue						
East 161st Street at River Avenue	●	●	●		●	●
East 161st Street at the Grand Concourse	●	●	●	●	●	●
East 161st Street at Jerome Avenue/Woodycrest Avenue		●	●	●	●	
East 157th Street at the northbound Major Deegan Expressway service road		●	●	●	●	
Jerome Avenue at Ogden Avenue						●
West 155th Street at Macombs Place/Macombs Dam Bridge approach	●	●	●	●	●	●
Notes:						
● Means the intersection would be significantly impacted. The six new study intersections formed by the proposed development are not shown; they would be designed to operate at acceptable levels of service.						

PARKING

The proposed development of the project site would result in the addition of 2,610 parking spaces in 2009 with 225 more in 2014. It is anticipated that these parking spaces will have a payment structure with lower fees for one, two, and three hour parking than for parked cars staying more than three hours, so that fees for the longer parking duration would be commensurate with fees charged for Yankee Stadium parking lots accommodating fans on game days. A similar type of fee payment structure is used today at the Concourse Plaza Shopping Center on 161st Street.

The analyses have concluded that all site-generated traffic would be accommodated by the Proposed Project's parking facilities. However, eight off-street parking facilities and on-street parking along Exterior Street currently used by Yankee fans would be displaced when construction begins and become permanently displaced upon completion of the proposed development. Although approximately 1,885 striped parking spaces in off-street facilities and up

to 210 on-street spaces on Exterior Street would be displaced, observations from the 2004 season indicate that during typical Yankee games, no more than 800 to 1,200 of these parking spaces are occupied, and only the Bronx House of Detention and northern Bronx Terminal Market parking facilities are typically open.

Excess parking capacity at the project site would accommodate nearly all displaced Yankee-game parking. However, to be conservative, 20 percent of existing parking trips have been assumed to divert to available on-street parking between River Avenue and the Grand Concourse, and to an off-street parking facility at the Concourse Village Shopping Center in the weekday and Saturday pre-game and Saturday post-game peak hours, as stated in the Build analyses. The remaining 80 percent of Yankee-game parking has been assigned to the Proposed Project's parking facilities.

On a typical weekday during the Yankee baseball season, the parking need would peak from approximately 5 to 8 PM with about 65 percent of the site's facilities occupied by shoppers and Yankee-game parking. On a typical Saturday during the Yankee season, the parking facilities would peak at approximately 85 percent occupancy by shoppers and Yankee-game parking between 2 and 3 PM. The parking facilities would be sized for the peak shopping holiday season demand of approximately 2,610 spaces in December, but parking would be available on Yankee game days, which would accommodate Yankee fans.

The proposed hotel, which would be completed by 2014, would include a 225-space parking lot. Parking accumulation calculations have indicated that the planned parking lot size would be sufficient to accommodate peak weekday and weekend parking hourly accumulations of 204 vehicles at 5-6 PM and 122 vehicles at 2-3 PM, respectively. To be conservative, the traffic and parking analyses have assumed that existing Yankee Stadium Lot 13D, where the proposed hotel would be located, would be displaced in 2009. Hence, no additional displacement of Yankee stadium parking would occur between 2009 and 2014.

MAJOR DEEGAN EXPRESSWAY

Because of its importance to regional travel and proximity to the Bronx Terminal Market site, key northbound and southbound Major Deegan Expressway segments were analyzed to assess the potential impacts of the proposed development on the expressway.

Northbound Major Deegan Expressway

2009. Traffic generated by the Proposed Project would generally enter the northbound Major Deegan Expressway further south of the study area, appear as through traffic at the 138th Street on-ramp, and exit at the 149th Street off-ramp. Project-generated traffic volumes exiting the northbound Major Deegan Expressway destined to the project site in 2009 would range from approximately 115 to 265 vph during non-game peak hours and between 150 and 225 vph during Yankee game day peak hours. The additional project-generated exiting volumes at 149th Street represent approximately three to eight percent of the total northbound Major Deegan Expressway traffic.

During the non-game weekday midday peak hour, conditions just before the 149th Street off-ramp would deteriorate from LOS C in the 2009 No Build condition to LOS F in the 2009 Build condition; all other peak hours would continue to operate at LOS F conditions with additional queuing, slower speeds, and higher densities. In all peak hours, queuing would occur along the 149th Street off-ramp onto the right lane of the Major Deegan Expressway. Motorists would react to the right lane queues by slowing in the center lane, and left lane speeds would decrease

somewhat as well. In the post-game Saturday peak hour conditions, speeds would continue to be below 5 mph within the segment, and queuing would occur in all three travel lanes. Mitigation measures are discussed in “Mitigation.”

2014. Traffic generated by the Proposed Project would approach the study area similar to the 2009 Build conditions. Project-generated traffic volumes exiting the northbound Major Deegan Expressway destined to the site in 2014 would range from approximately 130 to 285 vph during non-game peak hours and between 165 and 240 vph during Yankee game day peak hours. The additional project-generated exiting volumes at 149th Street represent approximately three to nine percent of the total northbound Major Deegan Expressway traffic.

During the non-game weekday midday peak hour, conditions just before the 149th Street off-ramp would deteriorate from LOS D in the 2014 No Build condition to LOS F in the 2014 Build condition; all other peak hours would continue to operate at LOS F conditions with additional queuing, slower speeds and higher densities. Similar to 2009 Build conditions, in all peak hours, queuing would occur along the 149th Street off-ramp onto the right lane of the Major Deegan Expressway. Motorists would react to the right lane queues by slowing in the center lane, and left lane speeds would decrease somewhat as well. In the post-game Saturday peak hour conditions, speeds would be below three mph within the segment, and queuing would occur in all three travel lanes. Mitigation measures are discussed in “Mitigation.”

Southbound Major Deegan Expressway

2009. Traffic generated by the Proposed Project would enter the southbound Major Deegan further north of the study area, either in the North Bronx, Westchester, or at the Cross Bronx Expressway interchange and predominantly exit at the Bronx Terminal Market off-ramp and less frequently exit at the Macombs Dam Bridge exit. At the Bronx Terminal Market off-ramp, project-generated traffic volumes destined to the project site in 2009 would range from approximately 160 to 355 vph during non-game peak hours and between 215 and 320 vph during Yankee game day peak hours. Between 15 and 30 vph on non-game days and 5 to 10 vph on game days would exit at the Macombs Dam Bridge exit. The additional project-generated exiting volumes on the southbound Major Deegan Expressway mainline exiting at both off-ramps represent approximately five to nine percent of the total southbound Major Deegan Expressway traffic.

During the non-game weekday midday peak hour, conditions just before the Bronx Terminal Market off-ramp would deteriorate from acceptable LOS D in the 2009 No Build conditions to unacceptable LOS D in the 2009 Build conditions; the same area would be significantly impacted in all three Yankee game day peak hours as densities progressed further into LOS F conditions. Levels of service would not change just before the Macombs Dam Bridge off-ramp between 2009 No Build and Build conditions. Mitigation measures are discussed in “Mitigation.”

2014. Traffic generated by the Proposed Project would approach the site on the southbound Major Deegan in generally the same proportions in 2014 as it would in 2009. At the proposed off-ramp, project-generated traffic volumes destined to the Proposed Project in 2014 would range from approximately 165 to 375 vph during non-game peak hours and between 240 and 340 vph during Yankee game day peak hours. Between 20 and 40 vph on non-game days and 5 to 15 vph on game days would exit at the Macombs Dam Bridge exit. The additional project-generated exiting volumes on the southbound Major Deegan Expressway mainline exiting at

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both off-ramps would again represent approximately five to nine percent of the total southbound Major Deegan Expressway traffic.

During the non-game weekday midday peak hour, levels of service just before the Bronx Terminal Market off-ramp would deteriorate from acceptable LOS D in the 2014 No Build conditions to unacceptable LOS D in the 2014 Build conditions, similar to the 2009 Build conditions; the same area would be significantly impacted in all three Yankee game day peak hours as densities progressed further into LOS F conditions. As was the case in the 2009 Build conditions, levels of service would not change just before the Macombs Dam Bridge off-ramp between 2014 No Build and Build conditions. Mitigation measures are discussed below in “Mitigation.”

TRANSIT AND PEDESTRIANS

The Proposed Project would not result in any significant adverse impacts to subway station operations or to New York City Transit (NYCT) bus line haul levels.

The Proposed Project is expected to result in a significant adverse impact to the operations of the north crosswalk at 149th Street and River Avenue. The decrease in the level of service from No Build to Build conditions (LOS A to LOS D) at this location would require improvements that would return the crosswalk to an acceptable level of service. Mitigation measures for these impacts are described in the “Mitigation” section.

AIR QUALITY

MOBILE SOURCE CO ANALYSIS

The Proposed Project would result in increased mobile source emissions in the immediate vicinity of the project site. CO concentrations with the Proposed Project were determined for the 2009 and 2014 analysis years. Tables S-5 and S-6 present the future maximum predicted 8-hour average CO concentration with the Proposed Project (i.e., 2009 and 2014 Build values) at the three intersections studied. Since no violations of the 1 hour CO standard have been measured in New York City within the last 10 years, 1-hour averages were not summarized in this report (although all 1-hour predicted CO concentrations would be well within the applicable standard).

**Table S-5
Future (2009) Maximum Predicted 8-Hour Average
Carbon Monoxide Project Build Concentrations (parts per million)**

Site	Location	Time Period	2009 Project Build 8-Hour Concentration^a (ppm)	Not-To-Exceed <i>De minimis</i> Criteria^b (ppm)
1	E. 161st Street and Grand Concourse	Weekday PM	<u>4.3</u>	<u>6.6</u>
		Saturday PM	<u>3.8</u>	<u>6.2</u>
2	E. 151st Street and River Ave	Weekday PM	<u>3.3</u>	<u>6.0</u>
		Saturday PM	3.7	<u>6.0</u>
3	E. 149th Street and River Ave/Exterior St.	Weekday PM	<u>4.9</u>	<u>6.9</u>
		Saturday PM	<u>4.8</u>	<u>6.9</u>

Notes:
a An adjusted ambient background concentration of 2.0 ppm is included in the project build values presented above.
b The not-to-exceed value is derived by adding the minimum acceptable increase of CO concentrations (set forth in the *CEQR Technical Manual*) to the no-build concentration.
8-hour CO standard is 9 ppm.

Table S-6

**Future (2014) Maximum Predicted 8-Hour Average
Carbon Monoxide Project Build Concentrations (parts per million)**

Site	Location	Time Period	2014 Project Build 8-Hour Concentration ^a (ppm)	Not-To-Exceed <i>De minimis</i> Criteria ^b (ppm)
1	E. 161st Street and Grand Concourse	Weekday PM	<u>3.9</u>	<u>6.4</u>
		Saturday PM	<u>3.2</u>	<u>6.1</u>
2	E. 151st Street and River Ave	Weekday PM	<u>2.8</u>	<u>5.9</u>
		Saturday PM	<u>2.8</u>	<u>5.9</u>
3	E. 149th Street and River Ave/Exterior St.	Weekday PM	<u>4.5</u>	<u>6.7</u>
		Saturday PM	<u>4.5</u>	<u>6.8</u>
Notes:				
a An adjusted ambient background concentration of 2.0 ppm is included in the project build values presented above.				
b The not-to-exceed value is derived by adding the minimum acceptable increase of CO concentrations (set forth in the <i>CEQR Technical Manual</i>) to the no-build concentration. 8-hour CO standard is 9 ppm.				

The values shown are the highest predicted concentration for each of the time periods analyzed. The results indicate that in the future with the Proposed Project, there would be no potentially significant adverse mobile source air quality impacts. In addition, with or without the Proposed Project in 2009 or 2014, maximum predicted ambient CO concentrations at the intersections analyzed would be less than the corresponding ambient air quality standards.

MOBILE SOURCE PM₁₀ ANALYSIS

PM₁₀ concentrations with the proposed project were determined for the 2009 analysis year using the methodology previously described. As indicated in Table S-7, the Build concentrations are below the corresponding standards of 150 µg/m³ and 50 µg/m³ for the 24-hour and annual averaging periods, respectively.

Table S-7

Build (2009) Maximum Predicted PM₁₀ Concentrations

Site	Location	24-Hour Concentration µg/m ³	Annual Concentration µg/m ³
2	151st Street and River Avenue	<u>53.18</u>	<u>22.62</u>
Note: 24-hour standard 150 µg/m ³ ; Annual standard 50µg/m ³ . Includes background concentrations of 46 µg/m ³ and 22 µg/m ³ for the 24-hour and annual averaging periods, respectively.			

MOBILE SOURCE PM_{2.5} ANALYSIS

PM_{2.5} concentrations with and without the Proposed Project were determined for the year 2009 using the methodology previously described. The results of this analysis are presented in Table S-8 for the 24-hour and annual time periods. As indicated in the table, the predicted incremental increases of PM_{2.5} concentrations for both time periods are under the corresponding interim guidance levels. Therefore, the Proposed Project is not considered to have significant PM_{2.5} impacts.

Table S-8
Future (2009) Maximum Predicted PM_{2.5}
Incremental Increases (µg/m³)

Site	Location	Averaging Period	Modeled Conc.		Project Increment	Interim Guidance Threshold
			With Project	Without Project		
4	Exterior Street and Garage	24-hour	0.85	0.10	0.75	5
		Annual	0.092	0.033	0.059	0.1

PARKING GARAGE

The maximum predicted 8-hour average CO concentrations from the two proposed parking facilities were analyzed using two receptor points: a near side receptor on the same side of the street as the parking facility and a far side receptor on the opposite side of the street from the parking facility. The total CO impacts included both background CO levels and contributions from traffic on adjacent roadways. When more than one roadway was adjacent to the parking facility, the roadway with higher traffic (i.e., greater CO levels) was used in the analysis.

The CO impacts from the two parking facilities were substantially below the applicable standard of 9 ppm. Therefore, it can be concluded that the parking facilities would not result in any significant adverse air quality impacts.

HVAC EQUIPMENT

The primary stationary source of air pollutants associated with the Proposed Project would be the emissions from the natural gas-fired HVAC systems. The pollutants of primary concern are nitrogen dioxide and PM_{2.5}. The maximum concentrations were estimated using peak hourly emission rates for the HVAC boilers. The modeling analysis considered the impacts of the development sources on the proposed hotel and waterfront esplanade, as well as numerous off-site receptors, previously described. The maximum predicted ambient concentration of NO₂ is below the corresponding NAAQS, and the maximum predicted PM_{2.5} is below the NYCDEP interim guidance values. Therefore, it can be concluded that the HVAC systems for the proposed retail buildings and hotel would not result in significant adverse air quality impacts.

INDUSTRIAL SOURCE IMPACTS

The results of the field survey indicated that only one industrial source was within 400 feet of the proposed hotel. The USEPA ISC3 dispersion model was utilized for the analysis, with the air contaminant emission rates from the nearby industrial facility and an estimated distance of 105 feet from the air emission source to the proposed hotel. A single contaminant (trichloroethylene) has the potential to exceed the NYSDEC Air Guide-1 annual concentration based on the modeling analyses conducted. Therefore, to preclude the potential for significant adverse air quality impacts from the industrial source, an (E) designation for air quality would be incorporated into the rezoning proposal. The text of the (E) designation is as follows:

“In order to ensure there will be no potential adverse air quality impacts, if trichloroethylene emissions continue at the adjacent business, all windows on the east face of the development on Block 2539, Lot 60, up to a height of 45 feet above local grade must be inoperable. Similarly, air intakes must not be placed up to a height of 45 feet above local grade in this location.”

CONSISTENCY WITH NEW YORK STATE AIR QUALITY IMPLEMENTATION PLAN

Maximum predicted CO 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 Improvement Plan (SIP) for the control of CO.

NOISE

Noise monitoring at three receptor locations was performed on June 4, 12, 18, and 19, 2004. At each of these sites, 20-minute spot measurements were taken during the two weekday periods and three weekend periods that reflect peak hours of trip generation: PM weekday (5:00 PM – 7:00 PM), late night (LN) weekday (10:00 PM – 11:00 PM), midday (MD) weekend (12:00 PM – 2:00 PM), PM weekend (5:00 PM – 7:00 PM) and late night (LN) weekend (10:00 PM – 11:00 PM). Given the site's proximity to Yankee Stadium and the traffic generated to and from a Yankee game, noise monitoring at the three receptor locations was performed both with and without a Yankee game in progress.

2009

Future 2009 Build noise levels at all sites both with and without a Yankee game would be less than 0.6 dBA higher than future 2009 No Build noise levels. (At Site 3 Build noise levels would be less than No Build noise levels due to the resurfacing of Exterior Street and the replacement of the cobblestone surface with asphalt.) Changes of this magnitude would be imperceptible and insignificant.

In terms of the CEQR criteria, 2009 future No Build noise levels at Sites 1 and 2 would remain in the “marginally acceptable” category and 2009 future No Build noise levels at Site 3 would remain in the “clearly unacceptable” category, both with and without a Yankee game during one or more time periods.

Noise levels in the western portion of the 2-acre public open space that would be developed by the City with contributions from the project sponsor (i.e., west of Exterior Street) would be slightly less than the values at Site 3 on Exterior Street. Noise levels would decrease by approximately 3 dBA per doubling of distance going west from Exterior Street. Maximum $L_{eq(1)}$ noise levels in the proposed open space would range from approximately 75 to 76 dBA. Maximum $L_{10(1)}$ noise levels in the proposed open space would be approximately 3 dBA higher than the $L_{eq(1)}$ noise levels. Noise levels in the proposed public open space and waterfront esplanade would be higher than the 55 dBA $L_{10(1)}$ noise level for outdoor areas requiring serenity and quiet contained in the *CEQR Technical Manual's* Table 3R-3, “Noise Exposure Guidelines for Use in City Environmental Impact Review.” Therefore, based upon these guideline values, noise levels in the new open space would cause a significant impact on users of this off-site open space. There are no practical and feasible mitigation measures that could be implemented to reduce noise levels within the open space to below the 55 dBA $L_{10(1)}$ guideline noise level. A sound barrier on Exterior Street would raise aesthetic and safety issues, and unless the barrier was of excessive height, would not be effective in reducing noise from the elevated Major Deegan Expressway. While noise levels in the open space would be above the 55 dBA $L_{10(1)}$ guideline noise level, they would be comparable to noise levels in a number of existing parks in New York City which are also located adjacent to heavily trafficked roadways.

2014

Future 2014 Build noise levels at all sites both with and without a Yankee game would be less than 1.0 dBA higher than future 2014 No Build noise levels. (At Site 3 Build noise levels would be less than No Build noise levels due to the resurfacing of Exterior Street and the replacement of the cobblestone surface with asphalt.) Changes of this magnitude would be imperceptible and insignificant.

In terms of the CEQR criteria, 2014 future No Build noise levels at Sites 1 and 2 would remain in the “marginally acceptable” category and 2014 future No Build noise levels at Site 3 would remain in the “clearly unacceptable” category, both with and without a Yankee game during one or more time periods.

As discussed above, noise levels in the western portion of the 2-acre public open space to be developed by the City with contributions from the project sponsor would be slightly less than the values at Site 3 on Exterior Street. Maximum $L_{eq(1)}$ noise levels in the proposed open space would range from approximately 75 to 76 dBA. Maximum $L_{10(1)}$ noise levels in the proposed open space would be approximately 3 dBA higher than the $L_{eq(1)}$ noise levels. Noise levels in the proposed public open space and waterfront esplanade would be higher than the 55 dBA $L_{10(1)}$ noise level for outdoor areas requiring serenity and quiet contained in the *CEQR Technical Manual's* Table 3R-3, “Noise Exposure Guidelines for Use in City Environmental Impact Review.” There are no practical and feasible mitigation measures that could be implemented to reduce noise levels within the open space to below the 55 dBA $L_{10(1)}$ guideline noise level.

NOISE ATTENUATION REQUIREMENTS

Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower, and are determined based on exterior $L_{10(1)}$ noise levels. The proposed buildings’ designs include the use of well sealed double-glazed windows and central air conditioning (i.e., alternate means of ventilation). With these measures, the window/wall attenuation would provide up to 40 dBA for all facades of the building. Based upon the $L_{10(1)}$ values measured at the project site, these design measures would provide sufficient attenuation to achieve CEQR requirements. The buildings’ mechanical systems (i.e., heating, ventilation, and air conditioning systems) also would be designed to meet all applicable noise regulations and to avoid producing levels that would result in any significant increase in ambient noise levels.

CONSTRUCTION IMPACTS

The construction impacts analysis concludes that there would be no significant adverse impacts during either construction phase of the Proposed Project, except for historic resources.

2009

Historic Resources

The Bronx Terminal Market (Buildings B, D, F, G, H, and J) and the Bronx House of Detention have been determined eligible for listing on the State and National Registers of Historic Places (S/NR-eligible) by OPRHP. Therefore, the demolition of Building B and the Bronx House of Detention pursuant to construction of the Proposed Project would be a significant adverse impact on historic resources. Measures to mitigate this impact are being developed with OPRHP and are discussed in “Mitigation.” The construction of the off-site open space to be developed by the City with contributions from the project sponsor, which would occur by the Proposed Project's

2009 Build year, would presumably require the demolition of Bronx Terminal Market Buildings F and G.

Natural Resources

The new stormwater outfall would be constructed along the shoreline of the Harlem River, which is a regulated water of the U.S. and a mapped Tidal Wetland. The only potential short-term impacts to natural resources would be to the waters of the U.S. and NYSDEC-tidal wetlands in the very limited area associated with outfall construction. Disturbance to benthic communities during construction would be minimal and would not significantly impact the food supply for fish foraging in the area. Tidal wetland adjacent area disturbance would occur during construction of the off-site public open space to be developed by the City. The disturbance would result in replacement of existing-disturbed sparsely vegetated adjacent area with a landscaped public open space. This activity is expected to have no significant impacts and may have a beneficial ecological effect on the adjacent area.

During construction, there also would be increased potential for on-site erosion and sedimentation at construction sites where soils would be disturbed. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared for the Proposed Project in accordance with established engineering practices as part of the NYSDEC State Pollutant Discharge Elimination System (SPDES) permitting process. To minimize potential water quality effects associated with the discharge of stormwater during construction activities, best management practices for erosion and sediment control and other measures of the SWPPP would be implemented. With these measures in place, erosion and stormwater pollution would be minimized during construction, thereby avoiding adverse impacts to surface water and aquatic organisms in Harlem River near the construction site.

Traffic

During the construction period, a portion of Exterior Street and River Avenue would experience sidewalk and parking lane closures for construction vehicle use and other construction-related activities. It is also possible that one half of Exterior Street's cross-section would be closed, with two-way traffic maintained within the other half, but with no on-street parking permitted. This will be determined as maintenance and protection of traffic plans are developed, and reviewed with the New York City Department of Transportation (NYCDOT). It is possible that vehicular travel lanes would be narrowed to one 10 to 12 foot lane in each direction on these streets.

Construction of the Proposed Project is not expected to have an extensive or a long-term impact on traffic or parking conditions in the surrounding area. During the estimated peak construction year of 2008, the 149th Street at Exterior Street and River Avenue study location would be significantly impacted by the combination of about six delivery truck trips per hour and narrowed approaches due to construction on both Exterior Street and River Avenue when compared to 2008 conditions without construction. Monitoring of this intersection during construction would be performed to determine if excessive delays would actually occur.

2014

The second phase of the Proposed Project would involve the construction of a 250-room hotel at the north end of the site. Any construction impacts associated with the second phase would be less than those described for the first phase. Therefore, no significant adverse impacts are expected from the second phase of construction of the Proposed Project.

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Major Deegan Expressway improvements are planned for completion by 2011-2012. This reconstruction would improve access to the area, including the project site. A reconstruction of the 161st Street tunnel below the Grand Concourse is also planned. NYCDOT's proposed streetscaping plan for the Grand Concourse in this area, and for reconstruction of Lou Gehrig Plaza just west of the Grand Concourse, would alter the distribution of traffic flows between the southbound Grand Concourse's main road and service road as well as through the Grand Concourse/East 161st Street intersection. The proposed streetscape design would require all southbound service road traffic to make right turns onto westbound East 161st Street. (Under existing conditions, southbound service road traffic can proceed straight through the intersection or make right turns.) NYCDOT will also be implementing a traffic calming treatment along the Grand Concourse between 161st and 165th Streets, realigning traffic lanes along the Grand Concourse within this area.

The New York City Department of Design and Construction (NYCDDC) will be rehabilitating 149th Street between Exterior Street/River Avenue and Anthony J. Griffin Place beginning in 2007 and ending in 2009. NYCDDC has stated that this would not change the operation or capacity of the intersections within the study area, and all lanes will be maintained during construction. NYCDOT is also planning to reconstruct the 145th Street Bridge, but is not planning on increasing capacity or significantly modifying traffic operations on the bridge, so it would not affect the analysis of No Build or Build conditions. This reconstruction is expected to begin in early 2006 and be completed in 2007.

The cumulative effects of the simultaneous construction projects would include street closures and narrowing of streets in the study area. During peak hours a small to moderate amount of traffic may divert during construction on or adjacent to the closed or narrowed streets, which could add traffic volumes to the Grand Concourse and minor east-west cross streets between 138th Street and 165th Street.

Additional traffic due to the cumulative affects of construction workers and construction site deliveries would mainly occur during off-peak hours and would not represent a measurable increment during peak travel periods.

PUBLIC HEALTH

The Proposed Project would not meet any of the thresholds warranting a public health assessment according to CEQR Technical Manual guidelines. The Proposed Project would not result in any significant adverse air quality impacts. The Proposed Project would not engage in any solid waste management practices that could attract vermin and result in an increase in pest populations. The project sponsor has entered into agreements with NYSDEC under the auspices of the New York State BCP to investigate and, where necessary, remediate contamination on large portions of the site as part of its redevelopment. Under this program, a draft RWP would be submitted to NYSDEC and the New York State Department of Health (NYSDOH), including remedial actions, as necessary, to be performed before, during, and/or after construction of the Proposed Project. All activities involving disturbance of existing soils would be conducted in accordance with a Health and Safety Plan (HASP) that would detail measures, including health and safety guidelines and work practices, to reduce the potential for exposure (e.g., dust control). With the implementation of the RWP, no significant adverse impacts related to hazardous materials would result from demolition and/or construction activities on the project site or operation of the Proposed Project. Although noise levels in the 2-acre off-site public open space that would be developed by the City would be above the CEQR Technical Manual's Table 3R-3,

“Noise Exposure Guidelines for Use in City Environmental Impact Review” guideline level of 55 dBA L_{10(f)}, for outdoor areas requiring serenity and quiet, they would be comparable to noise levels in a number of well-used and attractive open spaces in New York City that are also located adjacent to heavily trafficked roadways, such as the Hudson River Park, Empire State Park, and the East River Esplanade.

While the Proposed Project would not meet any of the thresholds warranting a public health assessment, in order to address comments made during the scoping of the Proposed Project, the public health chapter presents a discussion of asthma, its prevalence in New York City and its possible causes and triggers, and then presents an assessment of the potential public health effects from the Proposed Project. The analysis concludes that potential PM_{2.5} emissions from mobile and stationary sources related to the Proposed Project are not expected to result in adverse public health impacts, including impacts on asthma rates.

FUTURE CONDITIONS WITH A RELOCATED YANKEE STADIUM

The New York Yankees recently announced plans to build a new stadium on the north side of 161st Street between River Avenue and Jerome Avenue. The existing stadium would be partially demolished and converted to Heritage Field for use as a public baseball field with areas of landscaped, passive recreational open space. Plans for the new stadium are also expected to include the construction of new parking garages in the surrounding area, including one near the Gateway Center at Bronx Terminal Market area west of Exterior Street on River Avenue. The Yankee Stadium project would utilize a 5.11-acre portion of the Bronx Terminal Market area west of Exterior Street to create new active and passive parkland and a pedestrian esplanade to mitigate the loss of area from Macombs Dam Park. As discussed previously, an additional 2 acres of the Bronx Terminal Market area west of Exterior Street would be developed by the City in the future with the Proposed Project as an off-site public open space. Development of a new Yankee Stadium will require a series of public approvals. If that project moves forward, it is expected to be completed by the first Build year of the Gateway Center at Bronx Terminal Market project, 2009.

The construction of the Yankee Stadium project would not substantially alter the conclusions of the analyses presented in this EIS, with the exception of historic resources, traffic and parking, transit and pedestrians, and air quality, in which the effects of the Proposed Project could be reduced if the Yankee Stadium project were to be built.

HISTORIC RESOURCES

The relocation of Yankee Stadium would not be expected to change the future background conditions of any historic resources within the 400-foot study area, with the exception of the Bronx Terminal Market resources on the west side of Exterior Street. The demolition of Buildings G, H, and J would presumably be required if the area west of Exterior Street were developed in conjunction with the Yankee Stadium project as a public park.

TRAFFIC AND PARKING

The relocation of Yankee Stadium could be expected to slightly shift traffic patterns to and from the stadium, which could in turn improve game day traffic conditions at some traffic and parking analysis locations while deteriorating conditions at other locations. With the construction of several new parking facilities located along 161st Street, the south side of 164th Street, and on both sides of 151st Street on the east side of River Avenue, Yankee fans can be expected to divert at least to some degree away from the 149th Street exit towards the 161st Street exit. This would

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lighten the traffic burden on the ramps to the project site area along Exterior Street as well as to River Avenue below 157th Street.

A quantitative analysis of projected conditions at six locations showed that, overall, significant impacts would be generated by the Proposed Project and would not be very different whether it included the existing Yankee Stadium or the relocated stadium in the background condition. All expected significant adverse impacts could be mitigated via standard traffic capacity improvements.

TRANSIT AND PEDESTRIANS

With the relocation of Yankee Stadium and the construction of several new parking facilities in the surrounding area, pedestrian trips to and from parking facilities in the surrounding area on game days would be expected to be concentrated further to the north. Therefore, background pedestrian traffic conditions in the project study area could be improved. However, no pedestrian significant adverse impacts are expected with the Proposed Project, with the exception of the north crosswalk at 149th Street and River Avenue during the Saturday peak periods. Any redistribution of subway trips associated with the Yankee Stadium project would not be expected to alter the conclusions of the transit analysis; bus trips would also not be significantly affected.

AIR QUALITY

As described above under “Traffic and Parking,” the relocation of Yankee Stadium could be expected to slightly shift traffic patterns to and from the stadium, which could, in turn, improve game day traffic conditions at some analysis locations. Therefore, the potential for the Proposed Project to have mobile source air quality impacts could be less; however, the Proposed Project is not projected to have any significant adverse mobile source air quality impacts in any case. The HVAC systems for the proposed buildings and the proposed parking facilities would not result in significant adverse air quality impacts, and these conclusions would not be altered by the new background growth project. An (E) designation would still be incorporated into the proposed rezoning of the hotel site to preclude the potential for significant adverse air quality impacts from the industrial facility within 400 feet of the proposed hotel.

NOISE

The relocation of Yankee Stadium would not be expected to change future background conditions to the extent that the conclusions of the noise impact analysis would be altered, with the exception of the proposed public open space. As described above, if a portion of the area west of Exterior Street were developed by the Yankee Stadium project as a public park, and the remainder of the west side of were developed by the City as a public open space, these areas would have elevated noise levels due to the proximity of the Major Deegan Expressway.

H. MITIGATION

HISTORIC RESOURCES

The demolition of the historic buildings on the project site—Building B and the Bronx House of Detention—would constitute a significant adverse impact on historic resources. Measures to mitigate this impact are being developed in consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The mitigation measures are anticipated

to include retaining and reutilizing Building D for retail development in conjunction with the Proposed Project; reutilizing ornamental elements from the Bronx House of Detention within the River Avenue façade of the proposed Retail Building B/F as well as the plaza on River Avenue at the entrance to the southern passageway through the site; affixing a plaque to the side of Retail Building B near the plaza or incorporating one into the plaza design, describing the Bronx House of Detention’s significance as an example of WPA-era institutional architecture designed by Joseph Freeland; affixing a plaque to the side of Building D describing the history of the Bronx Terminal Market and its role in the development of terminal markets in the United States; and recording Buildings B and D, and the Bronx House of Detention through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative. The mitigation measures developed with OPRHP would be recorded in either a Memorandum of Agreement (MOA) or Letter of Resolution (LOR) and implemented in order to partially mitigate the effects of the Proposed Project on historic resources. The construction of the off-site open space to be developed by the City with contributions from the project sponsor, which would occur by the Proposed Project’s 2009 Build year, would presumably require the demolition of Bronx Terminal Market Buildings F and G.

TRAFFIC AND PARKING

The detailed analyses of mitigation measures indicated that all significant adverse impacts on the local street network as well as on the sections of the Major Deegan Expressway could be mitigated, with one exception. The mitigation measures at most intersections would consist of traffic signal timing changes, parking prohibitions, lane re-stripping, and other non-geometric improvements.

At the 149th Street intersection with the Major Deegan Expressway’s northbound off-ramp, Exterior Street and River Avenue, geometric changes to the intersection would be necessary to mitigate the project’s impacts. The recommended improvements include reconstruction of the intersection to bring all approaches closer to the intersection in order to concentrate turning movements and reduce driver confusion. Some approaches would be widened and restriped to gain additional capacity, and the Major Deegan Expressway’s northbound off-ramp at 149th Street would be widened to two lanes. NYSDOT is also considering widening this northbound off-ramp at 149th Street to two lanes while they rehabilitate the deck suspended over Exterior Street, but because this improvement would not likely be constructed by 2009, the at-grade portion of the off-ramp could be widened as a mitigation measure under a highway work permit.

To fully mitigate conditions along the Major Deegan Expressway, it would also be necessary to widen the approach to the exit ramp to provide a deceleration lane leading to the exit ramp. The developers and traffic consultants are working with NYSDOT to provide full mitigation, but it is possible that only partial mitigation would be accomplished by 2009. It is also possible that a relocation of Yankee Stadium slightly to the north would divert some traffic from this exit ramp to the next exit ramp farther north and reduce or eliminate the need to complete any mainline widening for a deceleration lane.

TRANSIT AND PEDESTRIANS

The Proposed Project is expected to result in a significant adverse impact to the operations of the north crosswalk at 149th Street and River Avenue. The decrease in the No Build LOS A to a Build LOS D at this location would require improvements that would return the crosswalk to an acceptable level-of-service. In order to alleviate the impact, it is recommended that north

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crosswalk be widened to a total width of 24 feet. With this mitigation, the north crosswalk would operate at LOS D or better during all analysis peaks.

AIR QUALITY

Tables S-9 and S-10 illustrate the effect that the proposed traffic mitigation measures developed as part of the Proposed Project’s traffic analysis would have on maximum predicted CO concentrations in the 2009 and 2014 Build years. The values shown are the highest predicted concentrations for the analyzed receptor locations. The results presented in the tables demonstrate that the proposed traffic mitigation measures would not result in any violations of the CO standard or any significant impacts at the intersections analyzed.

**Table S-9
Future (2009) Maximum Predicted 8-Hour Average
Carbon Monoxide Concentrations (parts per million)**

Site	Location	Time Period	8-Hour Concentration (ppm) with Traffic Mitigation		
			2009 No Build	2009 Build	2009 Build with Mitigation
1	E. 161st Street and Grand Concourse	Weekday PM	3.7	4.0	4.0
		Saturday PM	3.8	4.4	4.0
2	E. 151st Street and River Ave	Weekday PM	2.9	3.4	3.4
		Saturday PM	3.1	3.7	3.5
3	E. 149th Street and River Ave/Exterior St.	Weekday PM	4.6	4.8	4.9
		Saturday PM	4.7	4.7	4.9

Note: 8-hour CO standard is 9 ppm.

**Table S-10
Future (2014) Maximum Predicted 8-Hour Average
Carbon Monoxide Concentrations (parts per million)**

Site	Location	Time Period	8-Hour Concentration (ppm) with Traffic Mitigation		
			2014 No Build	2014 Build	2014 Build with Mitigation
1	E. 161st Street and Grand Concourse	Weekday PM	3.5	3.7	3.8
		Saturday PM	3.6	4.0	3.8
2	E. 151st Street and River Ave	Weekday PM	2.6	3.2	3.2
		Saturday PM	2.8	3.4	3.1
3	E. 149th Street and River Ave/Exterior St.	Weekday PM	4.3	4.4	4.5
		Saturday PM	4.4	4.4	4.6

Note: 8-hour CO standard is 9 ppm.

I. ALTERNATIVES

Three alternatives to the Proposed Project are considered: the No Action Alternative, in which the site would remain in its existing condition; an alternative in which the west side of Exterior Street would be developed with retail and public open spaces (the Alternative Including Area West of Exterior Street); and a No Significant Adverse Unmitigated Impacts Alternative, in which the Proposed Project is modified to avoid any unmitigated significant adverse impacts.

NO ACTION ALTERNATIVE

Under the No Action Alternative, the site would remain as it is in current conditions and there would be no changes to zoning or the City Map. No special permits from the New York City Planning Commission (CPC) would be requested, and there would be no disposition of City-owned property. No other state or federal actions would be requested. This is the same scenario that is described throughout the EIS as “The Future without the Proposed Actions.”

Land Use, Zoning, and Public Policy

Under this alternative, land uses on the site would remain as they currently are, and there would be no significant adverse impact to land use or zoning. With respect to public policy, this alternative would not provide public waterfront open space and therefore would not meet the Bronx Waterfront Plan’s objective to improve waterfront access.

Socioeconomic Conditions

Unlike with the Proposed Project, in the No Action Alternative the mix of 23 businesses employing approximately 297 workers on the Bronx Terminal Market would be retained; however, the project’s substantial economic benefits would not be realized. There would be no direct or generated construction employment and income, or the expected local and state revenue resulting from the construction activity. Employment resulting from construction expenditures, including jobs from business establishments providing goods and services to contractors, would not occur.

Community Facilities

The No Action Alternative would not result in the new demands on police, fire, and emergency services associated with the Proposed Project. In this alternative, the utilization of the Bronx House of Detention would be dependent on the NYCDOC’s determination of how it will meet its need to replace a substantial portion of its existing bed capacity.

Open Space

Without the Proposed Project, the passive open space ratio for workers (as well as the ratio for workers and residents combined) in the area would exceed NYCDCP guidelines. Under this alternative, the approximately two acres of new public open space and waterfront esplanade that the Proposed Project would be provided by the City with contributions from the project sponsor would not be created.

Shadows

In the No Action Alternative, no new shadows would be cast on Macombs Dam Park or the project-generated open space.

Historic Resources

With the No Action Alternative, the structures on the project site identified as historic resources—Buildings B and D of the Bronx Terminal Market, and the Bronx House of Detention—would remain, and thus the significant adverse impacts on historic resources resulting from the Proposed Project would not occur. With the Proposed Project, this impact would be partially mitigated by measures developed with OPRHP. Neither this alternative nor the Proposed Project would result in significant adverse impacts to archaeological resources.

Urban Design and Visual Resources

In the No Action Alternative, the dilapidated condition and visual character of the project site would remain unchanged, and the Proposed Project's enhancement of the project site and surrounding area with active retail use and landscaping would not occur.

Neighborhood Character

The changes in neighborhood character associated with the Proposed Project would not occur with the No Action Alternative. The project site buildings would continue to block views to the waterfront from the surrounding area, and the site would not offer public access to the waterfront.

Natural Resources

With respect to natural resources, the site would maintain its current, predominantly paved condition. Unlike the Proposed Project, the No Action Alternative would not result in the elimination of some areas of the site that may be attractive to nuisance species, nor would it add new landscaped areas within the public open space and waterfront esplanade.

Hazardous Materials

Under the No Action Alternative, it is assumed that no remediation of hazardous materials would occur on the project site.

Waterfront Revitalization Program

The No Action Alternative would not improve physical and visual public access to the Harlem River waterfront.

Infrastructure

With the No Action Alternative, water consumption, sewage and solid waste generation, and stormwater runoff are not expected to change, and no impacts to these systems are expected.

Solid Waste and Sanitation Services

It is expected that the volumes of solid waste generated at the project site would not change, and no major changes are expected in the City's solid waste management handling practices.

Energy

Unlike with the Proposed Project, no new energy demands would be created with the No Action Alternative.

Traffic and Parking

The increase in vehicle trips to the project site expected with the Proposed Project would not occur with the No Action Alternative. Therefore, this alternative would not require the mitigation measures proposed for the Proposed Project, including signal phasing and timing modifications, parking prohibitions, lane re-striping and intersection channelization improvements, and pavement markings, as well as the widening of the Major Deegan Expressway ramp at 149th Street.

Transit and Pedestrians

The increases in transit and pedestrian trips to the project site expected with the Proposed Project would not occur with the No Action Alternative. Therefore, this alternative would not have any

adverse impacts on pedestrian conditions at the north crosswalk at the intersection of 149th Street and River Avenue.

Air Quality

Unlike with the Proposed Project, no new mobile or stationary source emissions would be created on the project site with the No Action Alternative. The (E) designation for air quality that under the Proposed Project would be incorporated into the proposed rezoning of the hotel portion of the site to preclude the potential for significant adverse air quality impacts from the nearby industrial source would not be necessary.

Noise

No new sources of noise would be created on the project site with the No Action Alternative. In the future with the proposed project, the City would create an off-site public open space, a noise-sensitive receptor, in an area with high ambient noise. With the No Action Alternative, this new sensitive receptor would not be created and there would be no significant adverse impact; however, the local area would not receive the benefit of the creation of public open space.

Construction

No construction would occur on the site in the No Action Alternative. Therefore, the temporary adverse impacts associated with construction would not occur, nor would the substantial economic benefits to the local area and New York City attributable to project construction.

Public Health

Neither the No Action Alternative nor the Proposed Project is expected to result in significant adverse impacts to public health.

RETENTION OF EXPANDED MARKET ALTERNATIVE

As described in Chapter 3, “Socioeconomic Conditions,” no significant adverse impacts related to the Proposed Project’s displacement of the current market tenants were identified. However, in order to address comments made during the scoping of the Proposed Project, the DEIS considered an alternative in which the existing wholesale market uses are retained and expanded within a new facility on the west side of Exterior Street. The spatial requirements assumed for the new market facility were as noted in public scoping comments: 500,000 square feet (sf), of which 200,000 sf would be refrigerated, with room for expansion; a wide central corridor; good night-lighting; secure boundaries, loading docks above street level, contiguity along the platform; large, uninterrupted open storage areas; high-capacity, high load-carrying flat concrete floors; adequate floor drainage; industrial three-phase electric service; high ceilings; and strong poured concrete, steel-reinforced walls that are rodent resistant.

Since the issuance of the DEIS, the project sponsor has returned its leasehold interest in the area west of Exterior Street. Therefore, this alternative would require use of an area not controlled by the applicant. In addition, as described in Chapter 22, “Future Conditions with a Relocated Yankee Stadium,” the Bronx Terminal Market area west of Exterior Street and north of the public open space to be developed by the City is planned for development as a new City park and pedestrian esplanade to mitigate the loss of area from Macombs Dam Park with the proposed Yankee Stadium project. Given the planned future use of the area west of Exterior Street, the lead agency has determined that this alternative is no longer feasible for consideration, and therefore it is not analyzed in the FEIS.

ALTERNATIVE INCLUDING AREA WEST OF EXTERIOR STREET

As previously described, the project site originally included a portion of the Bronx Terminal Market area west of Exterior Street, and the DEIS described and analyzed the original project that utilized this area. Since the issuance of the DEIS, the project sponsor has returned its leasehold interest in the area west of Exterior Street, the actions relating to the area west of Exterior Street have been withdrawn, and only the part of the site originally proposed for development that is east of Exterior Street is now proposed for development. Therefore, the Proposed Project does not include the development of a public open space, waterfront esplanade, or retail building in this area. However, should the City determine that retail development of the area west of Exterior Street is in its best interest, the project sponsor could renew its leasehold interest and develop the portion of this area north of the proposed 2-acre open space. Therefore, the scenario in which the area west of Exterior Street is developed by the project sponsor as described in the DEIS is presented here as the Alternative Including Area West of Exterior Street. This alternative illustrates the changes in the potential impacts of the Proposed Project since the DEIS. If the area west of Exterior Street is developed as a new City park and pedestrian esplanade with the proposed Yankee Stadium project, this alternative would not be feasible.

Under this alternative, the area west of Exterior Street would be developed with a retail building and accessory parking, as well as a public open space and a waterfront esplanade. The project site would be developed with new retail and accessory parking uses, as with the Proposed Project. This alternative would require a number of additional actions relating to the waterfront. This alternative would create a slightly larger development than the Proposed Project, but the development would be less densely developed on the east side of Exterior Street.

Like the Proposed Project, this alternative would involve relocating the existing businesses on the site. As the west side of Exterior Street would be developed, the total program would be increased by approximately 7 percent and therefore the alternative's positive impacts on the local socioeconomic character and local and state revenue would be somewhat greater than with the Proposed Project.

As with the Proposed Project, this alternative would not result in a significant adverse impact on open space resources.

With both the Proposed Project and this alternative, the passive open space ratios for workers, and workers and residents combined, in the area would well exceed NYCDCP guidelines. Approximately two acres of public open space and waterfront esplanade west of Exterior Street would be created with this alternative; however, in the future with the Proposed Project, this open space is expected to be created by the City.

Under the Alternative Including Area West of Exterior Street, approximately two acres of public open space would be created by the project, rather than by the City; however, project-generated shadows would still be cast on this new resource. Under both this alternative and the Proposed Project, shadows would be cast on Macombs Dam Park; no significant adverse shadow impacts would occur with this alternative or the Proposed Project.

Neither this alternative nor the Proposed Project would result in significant adverse impacts to archaeological resources. In this alternative, the demolition of Bronx Terminal Market Buildings F, G, H, and J would be required, as well as Building B and the Bronx House of Detention.

Unlike the Proposed Project, this alternative would create a new public open space amenity for the surrounding neighborhood. Both the Proposed Project and this alternative would be expected

to enhance the vitality of the project site and surrounding area by increasing access to and landscaping and activity on the project site and the area west of Exterior Street. Although both this alternative and the Proposed Project will include the creation of buildings that are taller and bulkier than the existing buildings, these changes are not considered to be adverse, as they would improve the visual quality of the site and would be compatible with the bulk and use of buildings in the surrounding area.

Under this alternative, new buildings would be added to the west side of Exterior Street, and a new public open space would offer public access to the waterfront. In the future with the Proposed Project, this open space would be created by the City. This alternative would improve the condition of the Harlem River shoreline and waterfront edge, and views to the waterfront and the surrounding area would be improved with the provision of the waterfront open space and promenade. Like the Proposed Project, this alternative would be expected to enhance the vitality of the surrounding streets by introducing active retail uses and increasing visitation to the area. Peak hour traffic, transit, and pedestrian volumes are projected to be slightly higher under this alternative when compared to the Proposed Project. The new public open space and esplanade created in this alternative would have elevated noise levels due to the proximity of the Major Deegan Expressway.

Under the Alternative Including Area West of Exterior Street, new vegetated area would be created in the public open space to be developed. This alternative also would stabilize waterfront structures, remove accumulated debris from the interpier areas, and eliminate areas that may be attractive to nuisance species. Neither the Proposed Project nor this alternative would result in significant adverse impacts to water quality, terrestrial resources, wetlands, floodplains, aquatic resources, or endangered, threatened, or special concern species.

Peak hour traffic volumes are projected to be slightly higher (generally about 4 to 4.5 percent) under this alternative when compared to the Proposed Project. Vehicular access to the proposed retail development would occur at the main garage between Exterior Street and River Avenue, using the same two access points on Exterior Street and River Avenue as would be used under the Proposed Project; parking would also be available at Retail Building B/F, adjacent to Retail Building E.2, and at the proposed hotel. In addition, retail-related trips could enter and exit a surface lot on the west side of Exterior Street. The traffic volumes and assignments for this alternative are the same as were analyzed in the DEIS as the Proposed Project. Hence, with a slight increase in overall vehicle trips and a negligible change in vehicle assignments except at the garage access points on Exterior Street, additional significant impacts would only occur at 161st Street and the Grand Concourse in the Pre-Game Saturday Midday peak hour due to the alternative.

As with the Proposed Project, no significant adverse impacts on nearby subway stations or bus line haul would be expected with this alternative. The crosswalk impact at 149th Street and River Avenue would still be expected with this alternative; however, this impact could be mitigated with a crosswalk widening.

As with the Proposed Project, no significant adverse mobile or stationary source air quality impacts would be expected with this alternative. The industrial facility in the surrounding area could have the potential to create an air quality impact on the proposed hotel; however, as with the Proposed Project, in this alternative an (E) designation for air quality would be incorporated into the proposed rezoning of the hotel portion of the site to preclude the potential for significant adverse air quality impacts from this industrial source.

Gateway Center at Bronx Terminal Market FEIS

As with the Proposed Project, this alternative would slightly increase existing levels of noise on the project site; however, this would not be expected to result in any significant noise impacts. As a public open space and waterfront esplanade (a noise-sensitive receptor) would be created on the west side of Exterior Street in this alternative, there would be potential noise impacts on this new receptor from high ambient noise levels; however, in the future with the proposed project, this open space is expected to be created by the City.

Given that this alternative assumes that the west side of Exterior Street would be developed by the Proposed Project, it is expected that construction-period activities would be somewhat greater than those associated with the Proposed Project. In either case, impacts would be temporary, but would be disruptive at times. The construction of this alternative also would require the demolition of Bronx Terminal Market Buildings F, G, H, and J.

NO SIGNIFICANT ADVERSE UNMITIGATED IMPACTS ALTERNATIVE

Most of the potential impacts identified for the Proposed Project could be fully mitigated, as described in Chapter 23, "Mitigation."

Historic Resources

The demolition of structures on the project site identified as historic resources would constitute a significant adverse impact on historic resources. Measures to mitigate this impact are being developed in consultation with OPRHP. With these measures, the adverse impact on historic resources would be partially mitigated. However, in order to eliminate the adverse impact to historic resources, this alternative would require the retention of all the historic resources on the project site. The reduced development program that would result from the elimination of the existing buildings' land area for use by the Proposed Project would not fulfill the goals of the project and it would not be built at this location. Therefore, there is no feasible alternative that would eliminate the adverse impact on historic resources.

Traffic

For the northbound Major Deegan Expressway approaching 149th Street, widening of the exit ramp would be needed in order to mitigate the Proposed Project's impacts at the local street intersection of the northbound exit ramp with 149th Street, Exterior Street, River Avenue, and the 145th Street Bridge approach to the intersection. In order to fully mitigate conditions along the northbound Expressway, it would also be necessary to widen the approach to the exit ramp in order to provide a deceleration lane leading to the exit ramp. NYSDOT has indicated its interest in improving conditions by widening the exit ramp as part of a larger Major Deegan Expressway widening and improvement project being planned by NYSDOT; however, it is uncertain at this time whether NYSDOT would also be able to create a widening along the highway mainline to provide a fully acceptable deceleration lane. Therefore, it is possible that only partial mitigation of potential impacts at the northbound exit would be accomplished by 2009 or 2014. *