

A. INTRODUCTION

The New York Yankees recently announced plans to build a new stadium on the north side of East 161st Street between River Avenue and Jerome Avenues within Macombs Dam Park, directly north of the current Yankee Stadium. The new stadium is expected to have a smaller capacity, with room for 54,000 spectators (53,000 seats and 1,000 standing spaces) as opposed to the current stadium's approximately 56,928 seats. 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 project site 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 (see Figure 22-1). As discussed elsewhere in this EIS, 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. 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 EIS. Because the relocation of Yankee Stadium would alter conditions in the study area, this chapter 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.

B. FUTURE CONDITIONS WITH A RELOCATED YANKEE STADIUM

LAND USE, ZONING AND PUBLIC POLICY

The stadium, parkland, parking, and retail uses in future conditions with a relocated Yankee Stadium would be consistent with what currently exists in the area. As described above, new parks would be created in the study area to mitigate the loss of Macombs Dam Park land for the construction of the new stadium. To that end, it is anticipated that a 5.11-acre portion of the Bronx Terminal Market area west of Exterior Street would be developed in conjunction with the Yankee Stadium project as new active and passive parkland and a pedestrian esplanade.

Accounting for the relocation of Yankee Stadium as an independent background project, the conclusions presented in Chapter 2, "Land Use, Zoning and Public Policy" regarding the Proposed Project's potential impacts on land use, zoning and public policy would remain the same, in that there would be no significant adverse impacts. Although it would be located

somewhat further to the north than the existing stadium, the new Yankee Stadium would continue to be a defining feature of the neighborhood.

SOCIOECONOMIC CONDITIONS

The construction of new parkland and recreational facilities as part of the Yankee Stadium project and by the City would necessitate the displacement of the existing wholesale market businesses west of Exterior Street. Since it is already expected that all of the Bronx Terminal Market tenants, including those on the portion of the Market west of the project site, would be relocated as part of the Proposed Project (Chapter 3, “Socioeconomic Conditions,” explains how the relocation of existing businesses would be addressed), the Yankee Stadium project is not expected to substantially change socioeconomic background conditions or alter impacts for the Proposed Project.

COMMUNITY FACILITIES

The relocation of Yankee Stadium and the development of new parkland and parking garages would likely result in similar demands on police, fire, and emergency services as the existing stadium. It would not directly displace any fire or police facilities, public schools, libraries, health care facilities, or day care centers. As with the existing stadium, the relocated stadium would provide space for New York Police Department staging. Therefore, the change in future background conditions accounting for the relocation of Yankee Stadium would not alter the conclusions of the Proposed Project’s community facilities analysis, in that there would be no significant adverse impacts.

OPEN SPACE

The Yankee Stadium project is expected to develop new parkland to offset the loss of Macombs Dam Park land to be used for the new stadium site. As described above, as part of the parkland replacement program, it is anticipated that a 5.11-acre portion of the Bronx Terminal Market area west of Exterior Street would be developed as new active and passive parkland and a pedestrian esplanade. With or without this parkland development, the conclusions of the open space analysis would not change, as the passive open space ratios for workers, as well as workers and residents combined, in the area would continue to exceed the New York City Department of City Planning’s (DCP) guidelines. The Proposed Project’s workers and visitors would enjoy proximity to the new open spaces developed in conjunction with the Yankee Stadium project and by the City.

SHADOWS

If the area west of Exterior Street were developed as a public park in conjunction with the Yankee Stadium project, it is expected that the proposed buildings and parking garage on the Gateway Center at Bronx Terminal Market project site could cast shadows on this new open space. However, these shadows are expected to be limited to the mornings of the May and June analysis periods, and to the southernmost portion of the new open space. Therefore, no significant adverse shadows impacts would occur. The other new parkland to be created with the Yankee Stadium project would be too far north of the Gateway Center at Bronx Terminal Market project site to receive project shadows.



--- Yankee Stadium Project Area Boundary

NOTE: This illustrative rendering was presented in the Yankee Stadium DEIS

Proposed Relocated Yankee Stadium and Parkland

Figure 22-1

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.

URBAN DESIGN AND VISUAL RESOURCES

The majority of the Yankee Stadium project area is located outside of the study area for urban design and visual resources. However, the urban design of the area immediately west of the Proposed Project's site would change, as this area would be occupied by a new public park with active and passive uses developed in conjunction with the Yankee Stadium project. The new park would substantially improve the condition of the waterfront and create a new waterfront amenity for the surrounding neighborhood. Views from Manhattan to the project site area would be expected to be somewhat different, with the new stadium forming part of the skyline. The conclusions of the urban design and visual resources analysis would remain the same, in that there would be no significant adverse impacts.

NEIGHBORHOOD CHARACTER

The relocation of Yankee Stadium would not be expected to change the conclusions of the neighborhood impact analysis, as the land uses in the area would mainly remain the same. The stadium project would offer new public access to the Harlem River waterfront on the west side of Exterior Street. Similar to the off-site public open space to be created by the City with contributions from the project sponsor on a portion of the Bronx Terminal Market area west of Exterior Street, the new public park to be created by the Yankee Stadium project on the west side of Exterior Street would have elevated noise levels because of its proximity to the elevated Major Deegan Expressway.

NATURAL RESOURCES/WATER QUALITY

New habitat for terrestrial wildlife, in the form of a public park and a public open space, would be created on the west side of Exterior Street in the future with a relocated Yankee Stadium. The presence of a relocated Yankee Stadium would not significantly alter the conclusions of the natural resources and water quality impact analysis for the Proposed Project. With or without the Yankee Stadium project, the Proposed Project would not be expected to result in any adverse impacts to natural resources or water quality.

HAZARDOUS MATERIALS

The proposed Yankee Stadium project would not change the Proposed Project's planned remediation of the Gateway Center at Bronx Terminal Market project site under a Remedial Work Plan, pursuant to the Brownfield Cleanup Agreement.

WATERFRONT REVITALIZATION PROGRAM

As portions of the Yankee Stadium project area are within New York City's coastal zone boundary, the project would require an assessment for consistency with the City's Local Waterfront Revitalization Program (LWRP). Assuming that a 5.11-acre portion of the area west

of Exterior Street would be developed as a public park, the stadium project would provide new waterfront access and recreational opportunities that are currently not available within the vicinity of the project site. New access and recreational opportunities would also be provided by the new 2-acre public open space to be developed on the waterfront to the west of the project site by the City. The Proposed Project would replace the existing uses on the project site with active commercial uses and would eliminate some areas of the site that may be attractive to nuisance species. As in the future without the Yankee Stadium project, the Proposed Project would contribute to improved waterfront access by creating publicly accessible landscaped passageways across the project site that would facilitate access to the off-site waterfront public open space to be created by the City. With or without the Yankee Stadium project, the Proposed Project would not result in any significant adverse impacts to water quality, terrestrial resources, wetlands, floodplains, aquatic resources, or endangered, threatened, or special concern species.

INFRASTRUCTURE

The projected water consumption, sewage generation, and stormwater runoff of the Proposed Project would not be expected to change if the area west of Exterior Street were developed as public parkland by the Yankee Stadium project.

SOLID WASTE AND SANITATION SERVICES

The projected solid waste and sanitation demands of the Proposed Project would not be expected to change if the area west of Exterior Street were developed as public parkland by the Yankee Stadium project.

ENERGY

The projected energy consumption of the Proposed Project would not be expected to change if the area west of Exterior Street were developed as public parkland by the Yankee Stadium project.

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. For example, northbound stadium traffic on the Major Deegan Expressway utilizes the exit at 149th Street as well as the exit to the north, Yankee Stadium/161st Street, depending on what parking facility motorists expect to use. 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 lighten the traffic burden on the ramps to the project site area along Exterior Street as well as to River Avenue below 157th Street.

In order to quantitatively evaluate the potential effects of the Proposed Project with the relocated Yankee Stadium built and in operation in the background condition, six locations were selected for detailed analysis. These locations were selected along routes where the Proposed Project would generate significant volumes of traffic and where background traffic conditions would also be significantly affected by altered traffic patterns to the new stadium and its proposed new parking garages. These analysis locations included:

- Northbound Major Deegan Expressway exit ramp at 149th Street, River Avenue, and Exterior Street;
- River Avenue and 153rd Street;
- Northbound Major Deegan Expressway exit ramp and service road and 157th Street;
- Grand Concourse and 161st Street;
- Jerome Avenue and 161st Street; and
- West 145th Street and Lenox Avenue.

These locations provide a representative sample of analysis locations including the most heavily trafficked location near the project site (Northbound Major Deegan Expressway exit ramp at 149th Street, River Avenue, and Exterior Street); two of the busiest locations near the proposed stadium and its major new garages (Northbound Major Deegan Expressway exit ramp and service road and 157th Street, and Jerome Avenue and 161st Street); analysis locations further north along River Avenue and the Grand Concourse; and one location along a key route across the Harlem River from Manhattan (West 145th Street and Lenox Avenue).

The reuse of the existing stadium as Heritage Field would not result in new Little League games on Yankee game days. Heritage Field would primarily provide for the relocation of existing recreational activities in the area and is not expected to notably affect background traffic conditions analyzed in the EIS.

These quantitative analyses were conducted for three traffic periods—the pre-game peak traffic arrival hour on a weeknight sellout game, and the pre-game peak traffic arrival hour and post-game peak traffic departure hour for a Saturday afternoon sellout game. The analysis methodologies and significant impact criteria used in these analyses were identical to those used in Chapter 16, “Traffic and Parking.” The analysis findings are described below.

In the weeknight pre-game peak traffic arrival hour, the level of service analyses indicate that two of the six analysis locations would not be significantly impacted by the Proposed Project, as was determined for the analyses without the relocated Yankee Stadium included in the background conditions. These two locations are the intersections of River Avenue/153rd Street and the Northbound Major Deegan Expressway exit ramp and service road and 157th Street (see Table 22-1). The analyses of the other four intersections indicate that they would be significantly impacted and that all four intersections could be fully mitigated by standard traffic capacity improvements similar to those described in Chapter 23, “Mitigation.”

In the Saturday pre-game peak traffic arrival hour, three of the six intersections would not be significantly impacted—the same two intersections identified above for the weeknight pre-game peak traffic arrival hour, plus the intersection of Lenox Avenue and 145th Street. The other three intersections analyzed would be significantly impacted and could be mitigated by standard traffic capacity improvements.

In the Saturday pre-game peak traffic departure hour, three of the six intersections would not be significantly impacted: River Avenue/153rd Street, Jerome Avenue/161st Street, and the Northbound Major Deegan Expressway exit ramp and service road and 157th Street. The other three intersections analyzed would be significantly impacted and could be mitigated by standard traffic capacity improvements.

Table 22-1

Traffic Impact Comparison with a Relocated Yankee Stadium

<u>Analysis Location</u>	<u>Impacts With Existing Stadium</u>			<u>Impacts With Relocated Stadium</u>		
	<u>Weekday PM</u>	<u>Saturday Midday</u>	<u>Saturday PM</u>	<u>Weekday PM</u>	<u>Saturday Midday</u>	<u>Saturday PM</u>
Major Deegan Expy. NB Exit Ramp/149th St./River Ave./Exterior St.	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>
River Ave./153rd St.	<u>No Significant Impact</u>	<u>Significant Impact—Mitigated</u>	<u>No Significant Impact</u>	<u>No Significant Impact</u>	<u>No Significant Impact</u>	<u>No Significant Impact</u>
Major Deegan Expy. NB Exit Ramp/157th St.	<u>No Significant Impact</u>	<u>Significant Impact—Mitigated</u>	<u>No Significant Impact</u>	<u>No Significant Impact</u>	<u>No Significant Impact</u>	<u>No Significant Impact</u>
Grand Concourse/161st St.	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>
Jerome Ave./161st St.	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>No Significant Impact</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>No Significant Impact</u>
Lenox Ave./145th St.	<u>Significant Impact—Mitigated</u>	<u>No Significant Impact</u>	<u>Significant Impact—Mitigated</u>	<u>Significant Impact—Mitigated</u>	<u>No Significant Impact</u>	<u>Significant Impact—Mitigated</u>

A summary comparison of significant impacts and the ability for the impacts to be mitigated is presented in Table 22-1. Overall, significant traffic impacts would be generated by the Proposed Project and would not be very different whether including the existing Yankee Stadium or the relocated stadium in the background condition. As noted in Table 22-1, 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, as described in Chapter 17, “Transit and Pedestrians,” 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: that the Proposed Project would not significantly affect subway operations in the study area. Bus trips to a relocated Yankee Stadium would be expected to utilize the Bx13 and Bx6 bus lines; however, any redistribution of bus trips would not be expected to alter the conclusion that the Proposed Project would not significantly affect bus line haul in the study area.

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 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 located 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. If a portion of the area west of Exterior Street were developed by the Yankee Stadium project as a public park, this area would have elevated noise levels due to the proximity of the Major Deegan Expressway.

CONSTRUCTION

As described above under “Hazardous Materials,” in the future with a relocated Yankee Stadium the Proposed Project would still remediate the project site under a Remedial Work Plan, pursuant to the Brownfield Cleanup Agreement for the site.

The Yankee Stadium project would be expected to be completed by the Proposed Project’s first Build year (2009). Therefore, some remediation and/or construction activities for the development of the area west of Exterior Street by the Yankee Stadium project as a public park and the development of the Proposed Project could occur concurrently. However, a coordinated construction schedule would be developed and followed, including the designation of specific routes that delivery vehicles and trucks should—and should not—use during construction activities. Otherwise, the Yankee Stadium project is not expected to change the conclusions of the construction impacts analysis.

PUBLIC HEALTH

The Proposed Project’s hazardous materials, air quality, and noise analyses did not identify any adverse impacts warranting a public health analysis. As described above, the potential Yankee Stadium project is not expected to change the conclusions of the hazardous materials, air quality, or noise analyses. Therefore, the conclusion regarding the need for a public health analysis would not change with this new background growth project. *