
NEW MEADOWLANDS STADIUM PROJECT

SCOPING DOCUMENT FOR NJSEA CONSULTATION PROCESS ENVIRONMENTAL IMPACT STATEMENT

MAY 2006

Submitted To:

New Jersey Department of Environmental Protection

New Jersey Meadowlands Commission

Submitted By:

New Jersey Sports and Exposition Authority

New Meadowlands Stadium Company, LLC

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	PROJECT OVERVIEW.....	4
2.1	Project Location.....	4
2.2	Project Description.....	8
3.0	PROJECT PURPOSE AND NEED.....	16
4.0	ENVIRONMENTAL RESOURCES AND POTENTIAL PROJECT IMPACTS.....	19
4.1	Unaffected Resources.....	19
4.2	Potential Resource Impacts.....	20
4.2.1	Water Resources.....	20
4.2.2	Floodplains.....	21
4.2.3	Resource Contamination.....	21
4.2.4	Utilities and Infrastructure.....	22
4.2.5	Traffic and Transportation.....	23
4.2.6	Air Quality.....	24
4.2.7	Noise.....	24
4.2.8	Socioeconomics.....	25
4.2.9	Land Use.....	26
4.2.10	Visual and Aesthetic Resources.....	26
4.2.11	Indirect and Cumulative Impacts.....	26
5.0	SUMMARY OF ENVIRONMENTAL PERMITS AND APPROVALS.....	28
5.1	Regulatory Setting.....	28
5.2	Permits and Approvals Required.....	29

LIST OF FIGURES

Figure 1.	Master Plan.....	3
Figure 2.	Site Location Map.....	5
Figure 3.	General Vicinity Map.....	6
Figure 4.	Aerial Photograph.....	7
Figure 5.	Land Use Diagram.....	15

LIST OF TABLES

Table 1	Project Components.....	12
Table 2	List of Required Permits and Approvals.....	33

1.0 INTRODUCTION

The New Meadowlands Stadium Project (Stadium Project) will redevelop portions of the West Site (West Site) of the Meadowlands Sports Complex located in East Rutherford, New Jersey to provide a new stadium (Figure 1). The new stadium may include team and other stores, a hall of fame, sponsored areas, premium program areas and club lounges that can also serve as banquet/conference/dining facilities similar to other uses found in modern stadiums. In addition to constructing a new stadium building to replace the existing Giants Stadium, the Stadium Project will reconfigure the surrounding parking areas, provide enhanced tailgating zones, construct a new Giants training facility to replace existing training facilities, and construct additional ancillary developments adjacent to the new stadium. The ancillary development may consist of broadcast facilities; sponsored areas; sports medicine, health and fitness clinics and facilities; retail stores, and restaurants.

The Stadium Project will also provide plazas and pedestrian ways adjacent to the planned NJ Transit station platform being constructed by the New Jersey Sports and Exposition Authority (NJSEA) in conjunction with NJ Transit. The Meadowlands Railroad and Roadway Improvement Project (the Railroad Project) will construct a new 2.3-mile railroad segment that will connect the Meadowlands Sports Complex to the Northeast Corridor via the Pascack Valley Line and the Secaucus Junction. The new railroad segment will run through the Sports Complex and serve the new stadium and related development as well as the other venues located at the Meadowlands Sports Complex.

The Stadium Project is sponsored by the NJSEA, a state agency which owns and manages the Meadowlands Sports Complex. The New Meadowlands Stadium Company, LLC (NM Stadco) will enter into a ground lease with the NJSEA. The ground lease and related project documents will set forth the terms for construction and operation of the Stadium Project, including that the Meadowlands Xanadu Developer's concurrence shall be a condition to NM Stadco's ancillary development described below on page 10 (including, without limitation, retail stores, restaurants, hotels and

conference facilities), to the extent such concurrence is required by the terms of existing agreements between the NJSEA and the Meadowlands Xanadu Developer.

The NJSEA's enabling legislation requires that it "...consult with the Meadowlands Commission before making any determinations as to the location, type and character of the project" and "...consult with the Meadowlands Commission and the New Jersey Department of Environmental Protection with respect to the ecological factors constituting the environment of the Hackensack meadowlands..." (N.J.S.A. 5:10-5(x) and 5:10-23). This "Consultation Process" involves site plan review as well as an environmental assessment and analysis of the project including preparation of an Environmental Impact Statement (EIS), public comments and a public hearing before hearing officers appointed by the New Jersey Meadowlands Commission (NJMC) and New Jersey Department of Environmental Protection (NJDEP). The Consultation Process is not defined in the legislation, but is based on decisions by the New Jersey Supreme Court and procedures developed for the Meadowlands Xanadu Redevelopment Project in 2004 and the Meadowlands Railroad and Roadway Improvement Project in 2005.

This Scoping Document has been prepared by NJSEA and NM Stadco as part of the Consultation Process with the NJDEP and NJMC for the Stadium Project. The purpose of this document is to provide information about the Stadium Project to these State regulatory agencies, other interested agencies and the public, and give them the opportunity to provide input on the scope and content of the EIS being prepared for the Stadium Project.

In addition to the Consultation Process, NM Stadco and/or the NJSEA will apply for several federal, state and regional environmental and other permits for various aspects of the Stadium Project (see Section 5.0). The laws and regulations for some of these permits may provide for public comments. The Consultation Process takes into account the requirements of these permit proceedings.

Figure 1. Master Plan

2.0 PROJECT OVERVIEW

2.1 Project Location

The Stadium Project will be constructed within the bounds of the West Site of the Meadowlands Sports Complex (Figures 2, 3 and 4). The Meadowlands Sports Complex is one of the largest sports and entertainment venues in the entire country. It consists of Giants Stadium, the Meadowlands Racetrack, the Continental Airlines Arena, and ancillary buildings, parking areas and pedestrian walkways. The Meadowlands Sports Complex property is located to the northwest of the Hackensack River and is generally bounded by Paterson Plank Road on the northeast, the New Jersey Turnpike on the east, Route 3 on the south, and Berry's Creek on the west. Route 120 bisects the Sports Complex Property.

The East Site of the Meadowlands Sports Complex (East Site) currently contains Continental Airlines Area, while the West Site includes the existing Giants Stadium and practice facilities and the Meadowlands Racetrack. The East Site is currently being redeveloped with the Meadowlands Xanadu Redevelopment Project, a mixed-use project under construction around the Continental Airlines Arena. The Meadowlands Xanadu Redevelopment Project will include sports and family entertainment venues, retail, restaurants, hotel/conference facilities and office space.

Figure 2. Site Location Map

Figure 3. General Vicinity Map

Figure 4. Aerial Photograph

The proposed Railroad Project will provide a new 2.3-mile rail alignment to connect the NJ Transit Pascack Valley Line to a new rail station platform on the West Site centrally located between Giants Stadium, the Continental Airlines Arena, Meadowlands Xanadu, and the Meadowlands Racetrack. The new Railroad Project will provide access to the extensive NJ Transit regional rail network, Amtrak's Northeast corridor Line, and the Port Authority Trans-Hudson Corporation (PATH) Rapid-Transit System via the Pascack Valley Line and the Frank R. Lautenberg Rail Station at Secaucus Junction.

The new stadium and ancillary development components of the Stadium Project will occupy approximately 55-acres on the West Site between the existing Giants Stadium and Route 120 (Figure 4). The new Giants Training Facility will be constructed on an approximately 20-acre area in the southwest corner of the Meadowlands Sports Complex in existing parking lots 13 and 17 (Figures 1 and 4). Other project-related improvements including revised parking areas, modified internal roadway network, and tailgating zones will occur in other existing parking lots on the West Site making the total project study area approximately 200 acres in size. Figure 4 shows the location of the project study area and major project components. Certain utility improvements to service the Stadium Project will require connections to existing infrastructure on Paterson Plank Road and Route 120.

2.2 Project Description

The Stadium Project will replace the 30-year old Giants Stadium with a new state-of-the-art stadium along with related ancillary development and a new Giants Training Facility. The new stadium may include team and other stores, a hall of fame, sponsored areas, premium program areas and club lounges that can also serve as banquet/conference/dining facilities similar to other uses found in modern stadiums. The ancillary development adjacent to the new stadium may consist of uses such as broadcast facilities; sponsored areas; sports medicine, health and fitness clinics and facilities; retail stores and restaurants. The

existing stadium will be demolished once the new stadium is constructed and operational. Various components of the Stadium Project, including surface parking, will be built in the footprint of the old stadium and practice facilities.

The design of the Stadium Project is being coordinated with other currently operating and planned projects within and near the Meadowlands Sports Complex including the Meadowlands Racetrack, Continental Airlines Arena, the Railroad Project, the Meadowlands Xanadu Redevelopment Project, and certain contemplated regional roadway improvements along the New Jersey Turnpike and Routes 3, 17 and 120. The NJSEA and NM Stadco are coordinating with the New Jersey Turnpike Authority and New Jersey Department of Transportation (NJDOT) concerning certain contemplated roadway improvements at the New Jersey Turnpike Interchanges 16W and 18W, Route 3 and Route 120. The pedestrian and vehicular circulation among these various developments will be carefully examined during the design and review of the Stadium Project, to enhance safe and efficient access to the Meadowlands Sports Complex, through shared components such as parking areas, internal roadways, and pedestrian walkways to enhance access among the various components of the Meadowlands Sports Complex in a manner consistent with the Traffic Management Plan and the Project Operating Plan. However, as an independent project, the permitting and construction of the Stadium Project will be separate and distinct from the other ongoing developments at the Meadowlands Sports Complex, but the construction will be coordinated by a construction sequencing plan to minimize interference with the projects and with operations at the Meadowlands Sports Complex.

The Stadium Project includes the following five components:

1. New Meadowlands Stadium – The anchor of the Stadium Project is a new stadium that will replace the existing stadium. The new stadium, which will include state-of-the-art amenities, will be approximately 200 feet tall and contain approximately 84,000 seats. The new stadium will

have a building footprint of approximately 630,000 square feet and provide approximately 2,125,000 square feet of gross building area (GBA) (Figure 5). The new stadium will include several football themed attractions including a football Hall of Fame, football themed dining, sponsored areas, club/banquet/conference space, team offices and related facilities. Approximately 285,000 square feet of Gross Leasable Area (GLA) will be provided within the new stadium. Outdoor plazas will encircle the new stadium and will include entry features at the northwest, southwest, and east gate locations.

2. Ancillary Development – An area of ancillary development will be provided just south of the new stadium. The ancillary development will include uses that are compatible with the development and operation of the stadium and may include broadcast facilities; sponsored areas; sports medicine, health and fitness clinics and facilities; retail stores, and restaurants. As shown in Figure 5, the future NJ Transit rail alignment will bisect the ancillary development area into two separate but linked areas (i.e., pods) with a total of approximately 617,000 square feet GBA. (approximately 520,000 square feet of GLA). Pod “A”, which includes approximately 375,000 square feet GBA (approximately 300,000 square feet of GLA plus 15% of public non-leasable space and 10% of non-leasable service area) between Route 120 and the future NJ Transit rail alignment, will be a single level development, elevated approximately 35 feet above grade so that it can maintain appropriate vehicular and rail clearances. Structured parking will be provided below the development. Pod “B” is located to the west of Pod “A” on the west side of the future rail line. This ancillary development area will be constructed at grade and be comprised of one, two, and three story structures totaling approximately 242,000 square feet GBA (approximately 220,000 square feet of GLA plus 10% of non-leasable service area). The ancillary development will be the last stage of development, and its construction will depend on market demand. Construction of the ancillary

development will occur after the new stadium is operational and the old stadium is demolished. The ancillary development is also planned to enhance the existing pedestrian access to the East Site of the Meadowlands Sports Complex.

3. Giants Training Facility – The New York Football Giants will construct a new training facility on approximately 20 acres located in the southwest corner of the Meadowlands Sports Complex within existing parking lots 13 and 17 (Figures 1 and 4). This new facility will replace the existing training facilities and offices that are currently located in and adjacent to Giants Stadium. The new facility will be approximately 400,000 square feet GBA (approximately 360,000 square feet of GLA plus 10% of non-leasable service area) and consist of an indoor practice facility with a full-sized football field, up to four full-sized outdoor practice fields, a training center with offices, sponsored areas and at-grade parking.

4. Parking and Tailgating Zones – The remaining parking areas to the west of the stadium will be reconfigured to radiate around the new stadium and the ancillary development (Figure 1). New curbing, sidewalks, lighting and landscaping are proposed to improve the existing parking lots. These parking areas will be utilized under a parking management plan coordinated with the NJSEA. Tailgating zones, featuring uniquely designed structures that can accommodate game/event related merchandising, food and beverage operations, and restroom facilities, will be provided in certain parking lot areas. Each structure will have a GBA of approximately 5,000 square feet. Four tailgate zones are contemplated at this time, for a total of 20,000 square feet GBA.

5. Site Circulation – Internal road circulation improvements will be implemented including the introduction of both an inner and middle loop road system and construction of a new west peripheral road to provide easy access to parking areas and toll plazas (Figures 1 and 5). Existing pedestrian and vehicular inter-connections with the East Site may be replaced and upgraded. The North Access Road will be slightly realigned and the Plaza B toll booths replaced with a smaller plaza north of the Racetrack canopy. These upgrades will take into account operation of all Meadowlands Sports Complex venues under the revised site plan.

Table 1 provides a summary of the Stadium Project components and lists the approximate area of each component.

Table 1		
Project Components		
New Meadowlands Stadium Project		
Project Component	Approximate Area (SF)	
	GLA¹	GBA²
New Meadowlands Stadium	285,000 ³	2,125,000
Ancillary Development	520,000 ⁴	617,000
Giants Training Facility	360,000	400,000
Tailgate Zones	20,000 ⁵	20,000
<ol style="list-style-type: none"> 1. GLA is Gross Leasable Area in Square Feet (SF) 2. GBA is Gross Buildable Area in SF and includes leasable areas, non-leasable public space and non-leasable service areas 3. Non-event day leasable areas such a Hall of Fame, sponsored areas, team stores and related facilities 4. GLA includes both Pod A and Pod B 5. Four tailgates zones with each zone approximately 5,000 SF 		

The existing stadium will be demolished after the new stadium is constructed and operational. Parking areas, internal roadways, tailgating zones, and pedestrian walkways will be built in the footprint of the demolished structure.

The Stadium Project will also provide an at-grade plaza and pedestrian way around the new stadium that will be adjacent to the future NJ Transit rail station platform. The Stadium plazas and walkways will create a continuous area of open space and pedestrian-oriented atmosphere to directly link the new stadium to the rail station. (Figure 5) The designers of the Stadium Project are working closely with NJ Transit and NJSEA to highlight a pedestrian environment to enhance future ridership on the trains which will use the facilities created by the Railroad Project and to enhance pedestrian access between the rail station and the new stadium in order to promote and maximize ridership of the train.

New landscaping will be provided in the project study area. The loop roads, parking fields, and pedestrian walkways will be edged by shade trees. Built-in planters, bollards, benches and low shrubs will be used to guide pedestrian circulation through the ancillary development and plaza spaces. New roadway and parking lighting will be installed to enhance safety and security and provide a clean, consistent aesthetic throughout the project study area. Updates to the Meadowlands Sports Complex site signage will be provided. Trash receptacles and recycling bins will be provided for patrons.

The Stadium Project will require the relocation, replacement, and installation of infrastructure including sanitary sewer line and potable water mains within the West Site. Sanitary sewer lines from the Stadium Project components will be connected to the existing East Rutherford Pump Station located on the Meadowlands Sports Complex property northwest of the Racetrack. A new water distribution system will be constructed with a connection to the existing system near the future NJ Transit rail station platform. A new natural gas main will be constructed from Paterson Plank Road to service the new facilities. A

new electrical service system will be provided to the proposed buildings from the existing electric system that currently services the Meadowlands Sports Complex. New storm sewer trunk lines, including manholes and catch basins, will be constructed and integrated with the existing stormwater management system on the Meadowlands Sports Complex.

Figure 5. Land Use Diagram

3.0 PROJECT PURPOSE AND NEED

Sports and entertainment are vital components of the quality of life in New Jersey. Together, they comprise a multi-billion dollar industry that employs tens of thousands, while providing world-class entertainment to the region and first class exposure for New Jersey on the world stage. At the core of this convergence of economic and cultural benefits is the Meadowlands Sports Complex, which was, and continues to be, developed and redeveloped to fulfill the NJSEA's enabling legislation at N.J.S.A. 5:10-1 et. seq.). While the NJSEA has a history of success, keeping pace with contemporary needs is imperative if this success is to continue in the years to come.

At its inception in 1976, the Meadowlands Sports Complex created a national model that has been often emulated, but never duplicated, by cities and states throughout the nation. Through thirty years of successfully hosting signature sporting, entertainment, and cultural events such as the men's and women's World Cup soccer matches (Summers of 1994 and 1999, respectively), the Papal visit (October 5, 1995), the NCAA Final Four (March 30-April 1, 1996), the Three Tenors' Concert (July 20, 1996), Harness Racing's premier race, the Hambletonian (annually since 1981), and concerts by world-renown music artists Bruce Springsteen, Billy Joel, Elton John, Madonna, U2, Celine Dion, Eric Clapton, and Bon Jovi, the Meadowlands Sports Complex has accrued a "brand equity" that is invaluable and unrivaled in the industry.

With its critical mass of Sports venues, the Meadowlands Sports Complex is poised to carry this "brand equity" into a Sports and Entertainment Complex repositioned for the 21st century. Each year, franchises, investors, and municipalities spend hundreds of millions of dollars on the creation of solitary sports or entertainment venues. However, they simply cannot afford to create what the Meadowlands Sports Complex already offers: a nationally recognized, multiple-facility icon.

Sports centers today are expanding their programs beyond game day activities into permanent year-round destinations with associated entertainment, retail, dining, and community-oriented amenities. With the repositioning of the West Site of the

Meadowlands Sports Complex and construction of a new state-of-the-art Stadium and related facilities, the State of New Jersey will be at the forefront of this trend and will establish a bold and exciting new vision for the Meadowlands Sports Complex that will respond to the changing dynamics of the sports and entertainment industry. To achieve this vision and ensure the Meadowlands Sports Complex continues to be the premier facility of its kind, the NJSEA is implementing a series of redevelopment projects to reposition the Meadowlands Sports Complex in the market place and improve existing facilities.

The purpose of the Stadium Project is to continue the redevelopment of the Meadowlands Sports Complex by redeveloping the West Site to provide a new state-of-the-art stadium, practice facilities and ancillary development. The Stadium Project seeks to create the premier football fan experience on game day and enhance the Meadowlands Sports Complex as a year-round destination. The Stadium Project will be privately financed. The Stadium Project is a vital component of the NJSEA's redevelopment initiative for the Meadowlands Sports Complex and will generate tax revenues and jobs for New Jersey's citizens and its communities.

It is anticipated that the redevelopment of the West Site will result in only minor impacts to natural resources and the human environment. The Stadium Project components will occur mainly within existing parking areas. The infrastructure required to support for the Stadium Project is already in place and currently serving the existing stadium and practice facilities. The land uses proposed for the West Site under the Stadium Project are similar to the existing land uses and represent the next level of state-of-the-art sports venues, allowing the expanded the use of the facilities to not just 20 days a year for football games but all days of the year for a variety of sport, leisure and entertainment activities. Given the anticipated off-peak usage of the ancillary development, it is anticipated that the Stadium Project for offsite locations will not have significant increases to traffic, noise, or other aspects of the human environment compared to current operations.

The concept of “redevelopment” by privately financed by the current users of the existing facility excludes off-site location alternatives from consideration as alternatives that would achieve the project purpose. The NJSEA’s enabling legislation restricts its development and redevelopment activities to 750 acres comprising the Meadowlands Sports Complex and to certain contiguous properties. In addition, through the reuse of already impacted lands and available infrastructure, the redevelopment of existing sites typically avoids or minimizes potential environmental impacts. Due to the statutory constraints of the NJSEA and the redevelopment nature of the Stadium Project, there are no alternative sites that would satisfy the Stadium Project purpose and result in fewer environmental impacts. Therefore, a detailed alternative site analysis for offsite locations will not be prepared for the EIS. The No-Action Alternative, which is the alternative of not redeveloping the Giants Stadium site, would also fail to fulfill the Stadium Project purpose and need.

4.0 ENVIRONMENTAL RESOURCES AND POTENTIAL PROJECT IMPACTS

The Stadium Project will not result in significant incremental social, economic, or environmental impacts. As a result, the following discussion of environmental resources and potential impacts has been separated into two sections. Section 4.1 discusses resources that will not be impacted by the Stadium Project. Section 4.2 discusses resources that may be potentially impacted by the Stadium Project and identifies studies that will be performed to evaluate the potential impacts to these resources.

4.1 Unaffected Resources

The project study area is currently developed with the existing Giants Stadium, expansive paved parking areas, roadways, and grass medians. The construction of the Stadium and the other proposed project components on the currently developed site as well as the use of existing infrastructure will avoid many potential adverse environmental impacts. In addition, the mixed-use development nature of the Stadium Project will allow ancillary uses to be located on one site and in close proximity to one another, thereby allowing for sharing of many common resources, such as parking and infrastructure. This sharing of resources reduces the land mass required for these various ancillary uses compared to locating each use on its own site and thus reduces potential environmental impacts.

Due to its developed nature, the project study area contains few valuable natural resources that could be adversely affected by the proposed activities. As a result, the Stadium Project will have little or no impact to the following resources:

- Land Form;
- Geology and Soil;
- Wetlands;

- Tidelands;
- Vegetation;
- Wildlife;
- Cultural, Historic, and Archaeological Resources; and
- Parks and Recreational Facilities.

The EIS will only perform a limited review of these resources due to the lack of the resources on-site and the limits of the project scope.

4.2 Potential Resource Impacts

To identify and evaluate potential impacts to other resources a series of environmental studies and analyses will be performed as part of the preparation of the EIS for the Consultation Process. Impacts from both construction and operation of the various project components will be evaluated. A summary of the resources that will be analyzed and the studies that will be performed and incorporated into the EIS is provided below.

4.2.1 Water Resources

The construction of the new stadium and related components will alter the existing surface water drainage patterns within the project study area. An assessment will be performed to evaluate existing and post-development surface drainage patterns. The potential for the discharge of pollutants to surface water bodies and the effects of dewatering and other activities on water quality will also be assessed. Water quality management measures will be implemented in accordance with the State Stormwater Management Rules (N.J.A.C. 7:8).

4.2.2 Floodplains

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) dated September 20, 1995 and the Bergen County Flood Insurance Study (FIS) dated December 8, 1998, the floodplain elevation for the 100-year frequency storm within the project study area ranges from 8.4-8.6 feet (NGVD 1929). The majority of the project study area is located below the 100-year storm floodplain elevation. Therefore, the Stadium Project involves construction within the 100-year floodplain. The 100-year floodplain in the vicinity of the Stadium Project is governed by tidal flooding; thus, any potential reductions in flood storage resulting from the Stadium Project would be minimal in comparison to the magnitude and extent of the 100-year tidal flood. The Stadium Project will be constructed within the existing parking areas on the West Site. Therefore, the Stadium Project will not result in a significant increase in impervious surface. Some filling will be required to elevate structures above the 100-year flood elevation, but it will not result in a significant reduction in the available flood storage volume. The Stadium Project activities are not expected to affect the current flooding conditions in the region.

The activities proposed within the 100-year floodplain will require a Stream Encroachment Permit from the NJDEP Land Use Regulation Program (LURP). A calculation will be provided to document any net filling activities in the floodplain.

4.2.3 Resource Contamination

The project study area is located in a highly disturbed industrial and urbanized landscape. On-site investigations to assess subsurface environmental conditions will be performed and coordinated with the NJDEP Office of Brownfield Reuse in the Site Remediation Program.

The NJDEP Technical Requirements for Site Remediation manual will be followed. A Preliminary Assessment Report and Site Investigation Report/Remedial Action Workplan will be prepared to document environmental subsurface conditions within the project study area and identify any necessary remedial actions. In addition, methane sampling will be performed to delineate methane concentrations, estimate methane generation rates, and develop recommendations for methane remediation designs for the proposed structures.

The Stadium Project qualifies under the Brownfield Act reimbursement program. The NJSEA and NM Stadco should be a qualifying “developer” who may apply to the State for a Redevelopment Agreement that would reimburse from potential sales and other taxes generated by the Stadium Project up to 75% of the reasonable costs incurred in connection with the NJDEP required remediation, which may include “hot spot” soil removal, engineering and institutional controls for soils, and groundwater monitoring with institutional controls. In connection with the remediation work, the NJSEA and NM Stadco will enter into a Memorandum of Agreement (MOA) with the NJDEP, which is the mechanism for the NJDEP’s review and approval of the Preliminary Assessment, Site Investigation, Remedial Investigation/ Remedial Work Plan reports.

4.2.4 Utilities and Infrastructure

The Stadium Project will require the relocation and upgrading of existing utilities and infrastructure on the West Site. The location and capacity of many of the existing utilities and infrastructure currently serving Giants Stadium and the other existing facilities within the project study area will require modifications and improvements to adequately serve the Stadium Project.

A utilities infrastructure and demand analyses will be performed for sanitary sewer, potable water, natural gas, and electric services for the Stadium Project. In addition, various energy conservation measures will be evaluated to the extent feasible using the Leadership in Energy and Environmental Design (LEED) criteria as a guideline. The LEED Green Building Rating System® is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings.

A stormwater management study will be prepared to address stormwater management from the redevelopment of the project study area including issues such as water quantity, water quality and groundwater recharge. It is anticipated that the majority of the project study area, which is currently paved or covered by existing structures, will discharge stormwater to the existing Meadowlands Sports Complex lagoon system under the existing New Jersey Pollutant Discharge Elimination System (NJPDES) permit. Stormwater discharge volumes from the Stadium Project are expected to be similar to existing discharge volumes to the lagoons.

4.2.5 Traffic and Transportation

A Traffic Impact Study (TIS) will be prepared for the Stadium Project in accordance with current NJDOT regulations and criteria (i.e., New Jersey State Highway Access Management Code (N.J.A.C. 16:47)). The TIS will model two years: 1) Part 1 (new stadium) and 2) Part II (ancillary development). The TIS will incorporate future road improvements being undertaken as a result of the Meadowlands Xanadu Redevelopment Project, future roadway improvements being undertaken by the NJDOT and NJTA as a result of the Meadowlands Regional Transportation Analysis, and future mass transit improvements being undertaken by the NJSEA and NJ Transit to implement the Railroad Project. The current status, design phase and permit status of these other road

improvements will be discussed in the TIS. The use of mass-transit, including bus service and rail to the Stadium Project, will also be discussed. A parking management and operation plan will be prepared to address the expanded use of permit parking, pre-game parking directions to designated parking lots, enhanced signage and variable message systems, and pedestrian circulation of the new parking areas. This plan will take into account existing and planned uses of other parts of the Meadowlands Sports Complex.

The project study area is located within the navigable air space for Teterboro Airport. Therefore, potential impacts to air navigation will be evaluated in consultation with the Federal Aviation Administration (FAA). An air navigation study will be prepared and incorporated into the EIS. This study will assist the FAA in their review of the Stadium Project.

4.2.6 Air Quality

In accordance with the NJDEP guidelines, as presented in *Air Quality Analysis for Intersections* (November 2001), a mobile source air quality impact assessment for carbon monoxide (CO) will be performed for any intersections that the Traffic Impact Study projects will have a Level of Service (LOS) of D or below as a result of the operation of the Stadium Project. The air quality microscale analysis will utilize the U.S. Environmental Protection Agency (USEPA) mathematical models Mobile6 and CAL3QHC and will follow NJDEP guidelines.

4.2.7 Noise

The noise levels generated by the Stadium Project will be equivalent to the noise levels presently generated by the existing Giants Stadium and associated facilities. However, the construction of the Stadium Project

may temporarily increase noise levels in and around the project study area.

A qualitative review of potential noise impacts will be performed in accordance with N.J.A.C. 7:29, the New Jersey Noise Control Statute. No quantitative noise impact assessment is proposed since: a) there are no potential sensitive receptors, such as residential areas and schools, near the project study area (i.e., at least three-quarters of a mile away) and b) the Meadowlands Sports Complex has existing noise emanating from traffic during major events and outdoor venues at the existing Giants Stadium and the Racetrack.

4.2.8 Socioeconomics

A socioeconomic impact analysis will be prepared to examine the potential impacts of the Stadium Project (construction and operation) on employment, income, fiscal and community services. Environmental justice will also be briefly discussed, as appropriate. Impacts to regional services including fire, police, and Emergency Management Services (EMS) will be evaluated. In addition, the NM Stadco, in consultation with the NJSEA, New Jersey State Police and other appropriate federal, state and local government entities, will develop an Emergency Operations Plan (EOP) to identify emergency procedures and address the responsibilities of different parties during emergency situations.

4.2.9 Land Use

A general land use analysis will be prepared and incorporated into the EIS. This analysis will evaluate the redevelopment of the project study area and compare the Stadium Project to the zoning and land use intended for the site in the NJMC Zoning Regulations. The land use analysis will also assess impacts to adjacent land uses.

4.2.10 Visual and Aesthetic Resources

The Stadium Project will introduce several new buildings and structures to the project study area, reconfigure existing parking areas, and demolish the existing stadium and training facilities. A viewshed study will be performed to assess the impact of the Stadium Project on existing viewsheds. Facades and elevations of the proposed buildings will be prepared. A landscape plan will also be prepared.

4.2.11 Indirect and Cumulative Impacts

Cumulative impacts are impacts on a resource that result from the incremental effect of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Indirect impacts are impacts caused by an action that occur later in time or are farther removed in distance, but are still reasonably foreseeable.

The Stadium Project has the potential, coupled with other existing and proposed developments in the region, to have indirect and cumulative impacts on environmental resources. The EIS will evaluate indirect and cumulative impacts of the Stadium Project, both beneficial and adverse, to the social, economic, or environmental resources discussed in this section. For most resources, the regional scale on which cumulative and

indirect impact will be evaluated will be the Hackensack Meadowlands District where extensive master planning and related impact analyses have been performed. For traffic and air quality, the northern region of New Jersey will be considered for cumulative impacts since it is the area studies by transportation agencies.

5.0 SUMMARY OF ENVIRONMENTAL PERMITS AND APPROVALS

5.1 Regulatory Setting

The Stadium Project is located on the West Site that is under the control of the NJSEA. The NJSEA's enabling legislation allows the NJSEA to determine the location, type and character of a project and all other matters in connection with a project, notwithstanding any land use plan, zoning regulation, building code or similar regulation adopted by the State, any municipality, county, public body politic and corporate, including the Meadowlands Commission, or any other political subdivision of the State (N.J.S.A. 5:10-5x). The NJSEA's enabling legislation requires that it undergo a "Consultation Process" with the NJDEP and NJMC for all new development projects. This EIS Scoping Document was prepared as part of this required Consultation Process.

From a Statewide land use planning perspective, the Meadowlands Sports Complex is located within the HMD where land use is regulated by the NJMC. The role of the NJMC, in this instance, is limited to its role in the Consultation Process as discussed above. The HMD is located within the State's Coastal Zone Management Program area and, therefore, all major land use actions in the HMD require a coastal zone management consistency determination from the State.

This NJSEA land use activity is subject to federal rules and regulations. Delegation of various federal regulatory requirements to the NJDEP requires that the project obtain certain environmental permits and approvals from the NJDEP to address certain federal requirements.

The Stadium Project is a stand-alone project, separate and distinct from the other ongoing and planned developments within the Meadowlands Sport Complex. The Stadium Project will coordinate closely with the overall developments around it including the future NJ Transit rail alignment and station platform, Meadowlands Racetrack, Continental Airlines Arena, and

Meadowlands Xanadu Redevelopment Project. For example, the New Meadowlands Stadium Project will modify certain existing pedestrian and vehicular inter-connections with the East Site to help improve safe and enhanced access among the various components of the Meadowlands Sports Complex.

For purposes of substantive permitting concerns, the Stadium Project is distinct, independent and self-sufficient. The permits required for the Stadium Project will be independent of, and distinct from, the permits already issued for the Railroad Project and Meadowlands Xanadu Redevelopment Project.

5.2 Permits and Approvals Required

A brief discussion of each permit and approval required for the Stadium Project is presented below and summarized in Table 2.

1. FAA Notification for Navigation Obstructions – The Stadium Project will be in proximity to Teterboro Airport (i.e., approximately 1¼ miles). The FAA needs to be notified of structures greater than approximately 150 feet above ground level for review as navigation obstructions, or potentially lower elevations when in the path of runways. It is anticipated that the height of the stadium will require the completion of the FAA Notification process. In addition, it is anticipated that FAA Notifications will be required for the temporary construction cranes required to construct the stadium.

2. USACE Section 10/404 Program Non-Jurisdictional Determination – The 200-acre project study area does not contain any jurisdictional wetlands and/or waters of the United States that are regulated by the U.S. Army Corps of Engineers (USACE). A non-jurisdictional determination will be requested from the USACE to confirm the absence of federally regulated waters of the United States in the project study area. It is anticipated that neither a Section 10 nor a Section 404 permit from the USACE will be required for the Stadium Project.

3. NJSEA Consultation Process with NJDEP and NJMC – As discussed above, this Scoping Document was prepared as part of the Consultation Process with the NJDEP and NJMC required for new development projects sponsored by the NJSEA by N.J.S.A. 5:10-5x and 23 of the NJSEA’s enabling legislation. This quasi-legislative process includes a scoping phase with public comments and public hearing, drafting of a Preliminary EIS (PEIS), public comments and a public hearing on the PEIS, and preparation of a Final EIS (FEIS) that will provide responses to comments on the PEIS. The PEIS and FEIS will be prepared in accordance with Executive Order No. 215 and a variety of technical studies will be performed as part of its preparation. NM Stadco will prepare the technical studies and work with the NJSEA to prepare the PEIS/FEIS which the NJSEA will submit to the NJDEP and NJMC. Both the NJSEA and NM Stadco will be involved in the public hearings. The Consultation Process covers a wide range of project issues including traffic, air quality, land use and zoning, environmental conditions and natural resources, energy efficiency, landscaping, utilities and infrastructure, and stormwater management (see Section 4.0 above). The end result of the Consultation Process will be a Hearing Officer’s Report prepared by the NJDEP and NJMC that may provide recommendations for implementation by the NJSEA and NM Stadco. The Hearing Officers take into account the various permits and other environmental requirements of all regulatory programs that might affect the Stadium Project in making their findings and recommendations.

4. NJDEP Land Use Permit Applications – Land use activities will require one or more permits from the NJDEP LURP. The coastal zone management consistency determination (CZMCD) and water quality certification (WQC) for the Stadium Project will be obtained through this permitting process. In addition, due to the presence of the 100-year floodplain within the project study area, a Stream Encroachment Permit will also be required from the NJDEP. A Land Use multi-permit application will be prepared and submitted for review by the NJDEP. Compliance with the NJDEP’s Stormwater Management Rules will also be addressed to the extent applicable in this permit application review process.

5. NJDEP Office of Brownfield Reuse Approval – The NJDEP Site Remediation Program, Office of Brownfield Reuse will review and approve a Preliminary Assessment Report, Site Investigation Report and Remedial Action Work Plan for the Stadium Project. It is anticipated that the soils in the project study area will be classified as “historic fill” and, therefore, minimize any direct cleanup requirements. However, any contaminated “hot spots” will be remediated.

6. NJDEP Permits for Construction Dewatering – It is anticipated that during construction dewatering of temporary deep excavations will be necessary. These temporary dewatering activities will require a series of related permits from the NJDEP including a Treatments Works Approval (TWA) and a NJPDES permit for proper discharge or disposal of the effluent.

7. NJDEP Permits for Infrastructure Improvements – Permits from the NJDEP will be necessary for proposed infrastructure improvements related to sanitary sewer and potable water. A TWA will be required from the NJDEP for the modified and new sanitary sewer system, as well as the relocation of a portion of the existing sewer main servicing the Continental Airlines Arena building. A Water Main Extension Permit from the NJDEP will be required for the potable water distribution system.

8. Plan Approval from the DCA – The design of the buildings for the Stadium Project will have to conform to the New Jersey Uniform Construction Code, including the barrier free sub-code and security requirements, and receive approval from the New Jersey Department of Community Affairs (NJDCA). The necessary plans and specifications will be submitted to the NJDCA for a plan review under the New Jersey Uniform Construction Code.

9. Soil Erosion and Sediment Control Plan Certification – Soil erosion and sediment control plan certification will be required from the Bergen County Soil

Conservation District. A NJPDES General Permit for Construction Activity Stormwater, including a stormwater pollution prevention plan (SPPP), will also be approved as part of this process.

10. NJDOT Major Access Permit – A Major Access Permit from the New Jersey Department of Transportation (NJDOT) will be required for the construction of new access points to and from state highways or the modification of existing access points. These new improvements will be coordinated with other regional roadway improvements proposed by the NJDOT and New Jersey Turnpike Authority in proximity to the Meadowlands Sports Complex.

Table 2

**List of Required Permits and Approvals
New Meadowlands Stadium Project**

Regulatory Agency	Permit/Approval	Law/Regulation	Regulated Activity
Federal Aviation Administration	Concurrence of Notice	Part 77 of the Federal Aviation Regulations (14 CFR Part 1)	Height of Buildings and Construction Cranes for obstructions to navigable airspace
New Jersey Meadowlands Commission and New Jersey Department of Environmental Protection	Consultation Process	NJSEA enabling legislation (Chapter 137, Laws of 1971, N.J.S.A. 5:10-1 et seq.)	Maintaining ecological balance of Hackensack Meadowlands and compatible land use
New Jersey Department of Environmental Protection	Coastal Zone Management Consistency Determination	Federal Coastal Zone Management Act of 1972 (16 U.S.C. 1451 et seq.)	Activities within the coastal zone of New Jersey
	Water Quality Certification	New Jersey Water Pollution Control Act (N.J.S.A. 58:10A1 to 13); Federal Clean Water Act Amendments of 1977 (33 U.S.C. 1251, Section 401)	Conformance with State water quality standards
	Stream Encroachment Permit	Flood Hazard Area Control Act (N.J.S.A. 58:16A-50 et seq.; N.J.A.C. 7:8-3.15)	Construction of structures and placement of fill within flood hazard areas including floodplains and floodways

Regulatory Agency	Permit/Approval	Law/Regulation	Regulated Activity
	<p>Water Quality Management Plan Consistency Determination</p> <p>New Jersey Pollutant Discharge Elimination System Permit</p> <p>Treatment Works Approval</p> <p>Well Permit</p> <p>Water Main Extension Certification</p> <p>Remedial Action Work Plan</p>	<p>Water Quality Planning Act (N.J.S.A. 58:11A-1 et seq.; N.J.A.C. 7:15-1 et. seq.)</p> <p>New Jersey Water Pollution Control Act (N.J.S.A. 58:10A1 to 13; N.J.A.C. 7:14-1 et. seq.)</p> <p>New Jersey Water Pollution Control Act (N.J.S.A. 58:10A-1 et seq.)</p> <p>Well Drilling and Pump Installers Licensing Act (N.J.S.A. 58:4A-14; N.J.A.C. 7:8-3.11)</p> <p>Water Supply Laws (N.J.S.A. 58:12A-1 et. seq.; N.J.A.C. 7:10-10); Safe Water Drinking Act</p> <p>Technical Requirements for Site Remediation (N.J.A.C. 7:26E)</p>	<p>Projects approved or authorized by NJDEP are consistent with Statewide and Areawide Water Quality Management Plan</p> <p>For discharges to surface waters of the State</p> <p>Sanitary sewerage system improvements, modifications and upgrades</p> <p>Drilling, boring, coring or excavation of any well</p> <p>Potable water system improvements and upgrades</p> <p>Reuse of Soils / Containment of Historic Fill</p>
New Jersey Department of Community Affairs	Plan Approval	New Jersey Uniform Construction Code (N.J.A.C. 5:23 et seq.)	Conformance with applicable building codes and security requirements

Regulatory Agency	Permit/Approval	Law/Regulation	Regulated Activity
Bergen Soil Conservation District	Soil Erosion and Sediment Control Plan Certification NJPDES General Permit for Construction Activity Stormwater	Soil Erosion and Sediment Control Act (N.J.S.A. 4:24-1 et. seq.) New Jersey Water Pollution Control Act (N.J.S.A. 58:10A1 to 13; N.J.A.C. 7:14-1 et. seq.)	Certification of soil erosion and sediment control plan for development projects; stormwater pollution prevention plan required during construction phase
New Jersey Department of Transportation	Major Access Permit	New Jersey State Highway Access Management Code (N.J.A.C. 16:47)	New access or modifications to access to and from state highways.