A. INTRODUCTION

This Draft Environmental Impact Statement (DEIS) considers the proposed redevelopment of approximately 43 acres of land located within Belmont Park in the unincorporated hamlet of Elmont, Town of Hempstead, Nassau County, NY. As shown in **Figure S-1**, the area proposed for redevelopment is located on two "Project Sites" south of the existing Belmont Park Racetrack and Grandstand, and includes approximately 15 acres on "Site A," north of Hempstead Turnpike, and approximately 28 acres on "Site B," south of Hempstead Turnpike. The Project Sites are owned by the State of New York (the State) acting by and through the Franchise Oversight Board (FOB), and are leased through a ground lease (the "Ground Lease") to The New York Racing Association, Inc. (NYRA).[1]

New York Belmont Development Partners, LLC and its affiliates, including New York Arena Partners, LLC (collectively, "NYAP" or "the Applicant"), propose to construct a sports, hospitality, retail, and entertainment destination (the "Proposed Project") at Belmont Park. The Proposed Project would redevelop the Project Sites with: an arena for the New York Islanders National Hockey League (NHL) franchise and for other sports, music, and entertainment events; dining, retail, and entertainment uses; a hotel; commercial office space; community space; publicly accessible open space; parking; and one or more pedestrian connections providing access between Sites A and B. At the time of the issuance of the Final Scope of Work, it was anticipated that Site B would include two levels of new structured parking below the proposed retail uses, and visitors to the Proposed Project would also utilize parking at Belmont Park in the "North Lot" and "South Lot" through a shared parking agreement with the FOB and NYRA.[2] The Proposed Project has since been modified to include only one level of structured parking below the proposed retail, and the inclusion of a portion of the existing parking lot in the interior of the Training Track (the "East Lot") for additional visitor parking (see **Figure S-1**). Construction of the Proposed Project would be expected to occur in a single phase over a period of approximately 28 months, starting in 2019, with completion of the full build-out of all project components in 2021.

The Proposed Project requires a number of actions (collectively, the "Proposed Actions"), including: adoption and authorization of a General Project Plan (GPP) by Empire State Development (ESD) in accordance with the New York State Urban Development Corporation Act, which will include an override of the Town of Hempstead Building Zone Ordinance and provisions in the Town Code, where applicable. In addition, the Proposed Actions include conveyance of the Project Sites to ESD from the FOB, lease approval from the FOB, and the

[1] The tax parcels that comprise the Project Sites include: 32-B-82A (portion of) north of Hempstead Turnpike, and 32-372-81, 32-374-1, 32-391-36, 32-392-226, 32-393-1, 32-394-1, 32-395-1, 32-396-1, and 32-397-50 south of Hempstead Turnpike.

[2] It is anticipated that the North Lot would only be utilized to accommodate parking demand for events at the arena and Racetrack.

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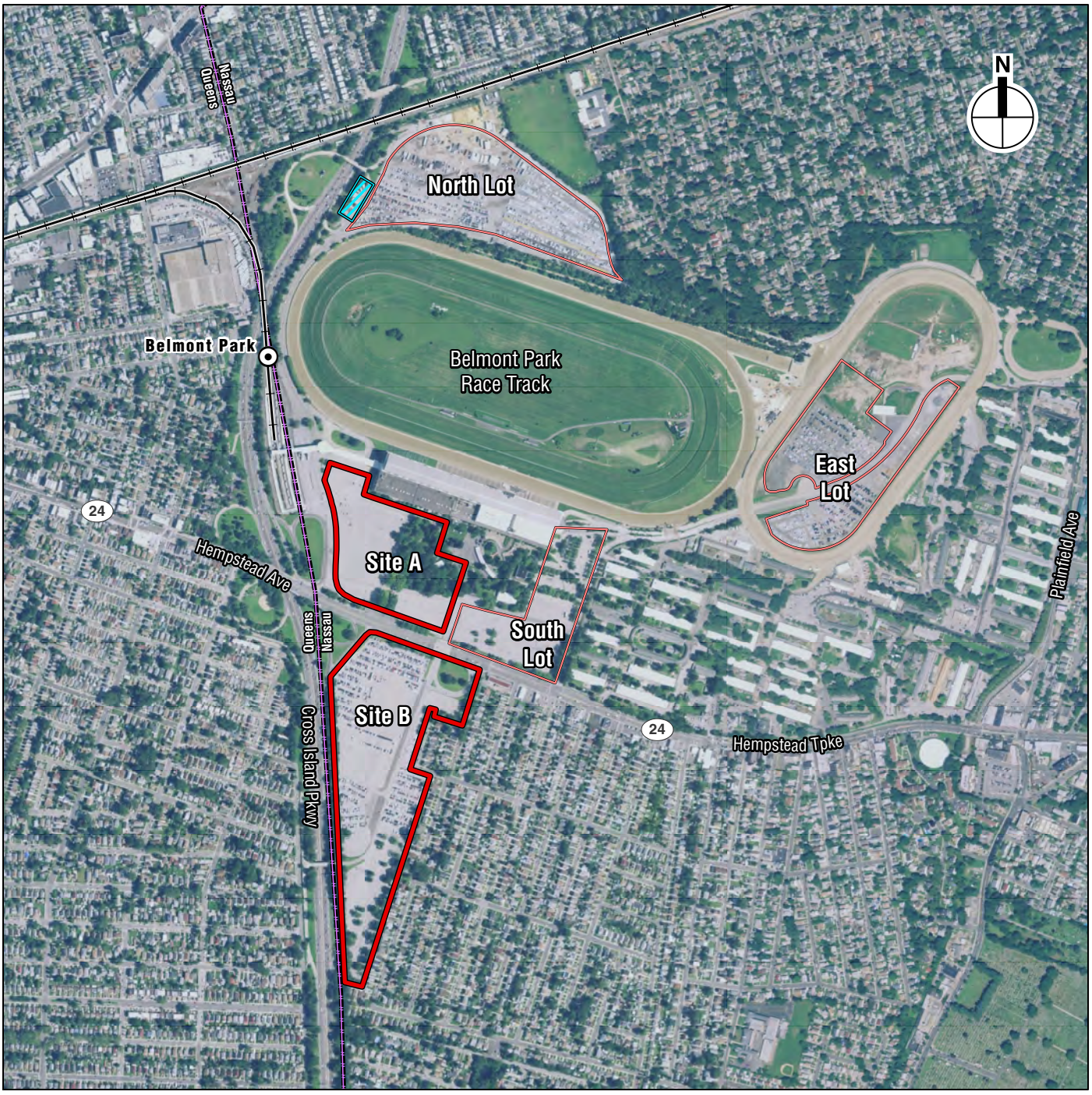

Project Sites

North, South, and East Parking Lots

Proposed Belmont Electrical Substation

Long Island Rail Road (LIRR)

Belmont Park LIRR Station

Project Location

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure S-1

necessary approvals to facilitate the construction of an electrical substation immediately adjacent to the North Lot to the west, and associated underground distribution feeders and underground transmission lines to serve the Proposed Project (to be constructed by the Long Island Lighting Company d/b/a Long Island Power Authority [LIPA] and operated by the Public Service Enterprise Group Long Island [PSEG Long Island]). These Proposed Actions involve several discretionary actions subject to environmental review under the State Environmental Quality Review Act (SEQRA), Article 8 of the Environmental Conservation Law, and its implementing regulations at 6 NYCRR Part 617. ESD is the lead agency under SEQRA. Because the Proposed Actions may have significant adverse environmental impacts, ESD has determined that an Environmental Impact Statement (EIS) will be prepared. To ensure comprehensive environmental review in accordance with SEQRA, the potential adverse environmental impacts associated with implementation of the Proposed Actions are evaluated in this DEIS.

This chapter describes the Proposed Project and its purpose and need; describes the Proposed Project location and boundaries as well as existing uses on the Project Sites and other directly affected areas;[3] presents the proposed regulatory and analytical framework for the DEIS analysis; summarizes the potential significant adverse environmental impacts of the Proposed Actions and the proposed measures to mitigate those impacts; and presents a summary of an assessment of alternatives to the Proposed Project.

B. BACKGROUND

The Project Sites are located within Belmont Park, a State-owned property that is leased by the FOB to NYRA. Belmont Park is one of the major thoroughbred horseracing facilities in the country and has been in active use since 1905. It hosts the annual Belmont Stakes, the final race of the Triple Crown, as part of its Spring Meet that runs from the end of April through mid-July. The Fall Meet runs from early September through October. In addition, Belmont Park is used year-round for training facilities, including stables and residential accommodations for racing-related workers. The Grandstand, one of the largest in thoroughbred racing, was redeveloped between 1964 and 1968, and has a seating capacity of 33,000 with a total capacity for 100,000 attendees. The premier racing event is the Belmont Stakes, which typically attracts between 60,000 to 100,000 attendees. Several stakes races in the Spring and Fall Meets also attract a larger-than-average daily attendance. Outside of these specific events, Belmont Park has an average daily attendance of approximately 3,000 visitors during the Spring and Fall Meets. In 2017, total attendance during the Spring Meet was 285,250 (54 days, including the Belmont Stakes), with 106,306 total visitors during the Fall Meet (35 days).[4]

Construction and operation of the Proposed Project would be coordinated with NYRA and the FOB to protect the operational requirements of the Belmont Stakes and other horse racing events held during the Spring and Fall Meets. For example, as required by the Developer Request for Proposals (RFP), any parking provided on the Project Sites would be made available for use by Belmont Park in connection with the running of the Belmont Stakes and the Breeder's Cup. Moreover, there would be no arena events held on Belmont Stakes day.

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[3] The "other directly affected areas" include the North, South, and East Lots and the locations of the proposed electrical substation and transmission lines, where parking and other improvements are proposed to serve the Proposed Project.

[4] NYRA, *2018 Media Guide*, accessed on May 9, 2018 at https://www.nyrainc.com/uploads/wysiwyg/assets/uploads/MG18_Pages1-20.pdf.

PLANNING HISTORY AND DEVELOPER REQUEST FOR PROPOSALS (RFP) PROCESS

The RFP solicitation for redevelopment of the Project Sites was issued on July 31, 2017 with the intention of strengthening Belmont Park as a premier destination for entertainment, sports, recreation, retail, and hospitality on Long Island. In addition to the overall goal of development that would complement the horse racing and wagering at Belmont Park, several other development objectives were outlined in the RFP (see "Purpose and Need," below).

Proposals were encouraged to consider entertainment, sports, recreation, hospitality, and retail uses. Residential development, gaming (e.g., VLT, table games, pari-mutuel, simulcast wagering, and casinos), and horseracing were specifically excluded from further consideration. Three submissions were presented to ESD by September 28, 2017, including a proposal submitted by NYAP. On December 21, 2017, NYAP was conditionally designated by ESD as developer of the Project Sites, subject to completion of the requisite environmental review, among other conditions.

Following the RFP process and NYAP's conditional designation, NYAP, in consultation with ESD and members of the community, modified the placement of proposed uses on the Project Sites. This modified plan constitutes the Proposed Project as described below and analyzed in this DEIS. NYAP's contemplated site plan included in its original submission to ESD is considered as an alternative to the Proposed Project (see "Alternatives" below).

C. PROJECT DESCRIPTION AND PURPOSE AND NEED

PROJECT SITES

The 15-acre Site A is currently used for surface parking and includes a portion of Belmont Park's picnic area (the "Backyard") adjacent to the Belmont Park Paddock. Site A is bordered on the south by Hempstead Turnpike, a four- to six-lane local road that is a major commercial corridor. Site A is also adjacent to the Cross Island Parkway, a six-lane limited access highway that extends north from the intersection of the Southern State and Belt Parkways near Valley Stream to its intersection with the Whitestone Expressway near College Point, Queens. West of Site A, the Cross Island Parkway runs along the Nassau-Queens border. Immediately west of Site A is the Belmont Park Station of the Long Island Rail Road (LIRR), located on a spur of the Main Line. Belmont Park Station is a seasonal-use LIRR facility; the station is open and train service is operated only during the Belmont Park racing seasons. The ticket office is open at Belmont Park Station on Belmont Stakes day only.

Site B, located south of Hempstead Turnpike, is an approximately 28-acre parcel currently used for vehicle storage, and as surface parking for Belmont Park visitors on large-volume event days (e.g., the Belmont Stakes).

The Project Sites are owned by the State acting by and through the FOB, and are leased through a Ground Lease to NYRA. In accordance with the Ground Lease, the State has the ability to sever from the Ground Lease a portion of Site A and the entirety of Site B.[5]

OTHER DIRECTLY AFFECTED AREAS

In addition to the two Project Sites, it is expected that NYAP would utilize the North, South, and East Lots at Belmont Park for additional parking through a shared parking agreement with the

[5] With the Proposed Actions, NYRA would surrender approximately 7 acres on Site A.

FOB and NYRA. The North Lot is an unpaved parcel located just north of the Racetrack that is currently utilized for Belmont Park parking only on Belmont Stakes day, as well as for vehicle storage. The North Lot is also bordered by the LIRR tracks to the north, the Floral Park Bellerose School athletic field to the east, and the Cross Island Parkway to the west. The South Lot is located to the east of the proposed arena, south of the Racetrack, and is currently utilized for Belmont Park event parking. The East Lot is located east of the Racetrack within the interior oval of the Belmont Park Training Track. The East Lot is currently used for vehicle storage, Belmont Park employee parking and large-volume event parking.

Directly adjacent to and to the west of the North Lot is the location of the proposed electrical substation (see **Figure S-1**). This additional substation is required to service the Proposed Project because Belmont Park currently does not have the infrastructure necessary to accommodate the Proposed Project's energy demand. The electrical substation would be located in the vicinity of the Cross Island Parkway ramps, just north of the Racetrack in an area that is currently used for truck trailer storage.[6] In addition to the substation, the Proposed Actions would facilitate the construction of associated underground distribution feeders and underground transmission lines, all of which would be operated by PSEG Long Island. PSEG Long Island must obtain easements from the FOB for an approximately 42,450-square-foot (sf) area for construction of the substation and associated feeders. The underground distribution feeder cables would extend south, around the Racetrack, and to the proposed uses on Site A. Underground transmission lines would extend west from the proposed substation along Belmont Park Road approximately 1.5 miles, and tie into existing overhead power lines on Plainfield Avenue. An overhead bypass would also be installed on Plainfield Avenue.

PROJECT DESCRIPTION

The Proposed Project would replace the paved parking lots that exist on Sites A and B with an arena for the New York Islanders NHL franchise and for other sports, music and entertainment events; dining, retail, and entertainment uses; a hotel; commercial office space; community space; publicly accessible open space; parking; and one or more pedestrian connections providing access between Sites A and B. The Proposed Project may include a pedestrian bridge and/or the utilization and/or enlargement of the existing vehicle and pedestrian underpasses below Hempstead Turnpike that connect Site A to Site B. The proposed program for the Project Sites is specified in **Table S-1**, and additional descriptions of the program components are provided below. **Figure S-2** illustrates the Proposed Project site plan and **Figure S-3** provides an illustrative aerial view of the Proposed Project.

ARENA

The proposed multi-purpose arena would be a new state-of-the-art facility located in the western central portion of Site A. The arena would contain up to 18,000 seats for hockey; it has been designed to the demand specifications of a NHL facility and would be the home of the New York Islanders. In addition to serving as a professional hockey venue, the building would host major concerts, college sports, conferences, and family events.

[6] These trailers contain emergency supplies that are available for use for large–scale disasters, large fires or localized flooding. These trailers are operated by the American Red Cross in coordination with the Nassau County Office of Emergency Management. These trailers would be relocated elsewhere once construction of the substation begins.

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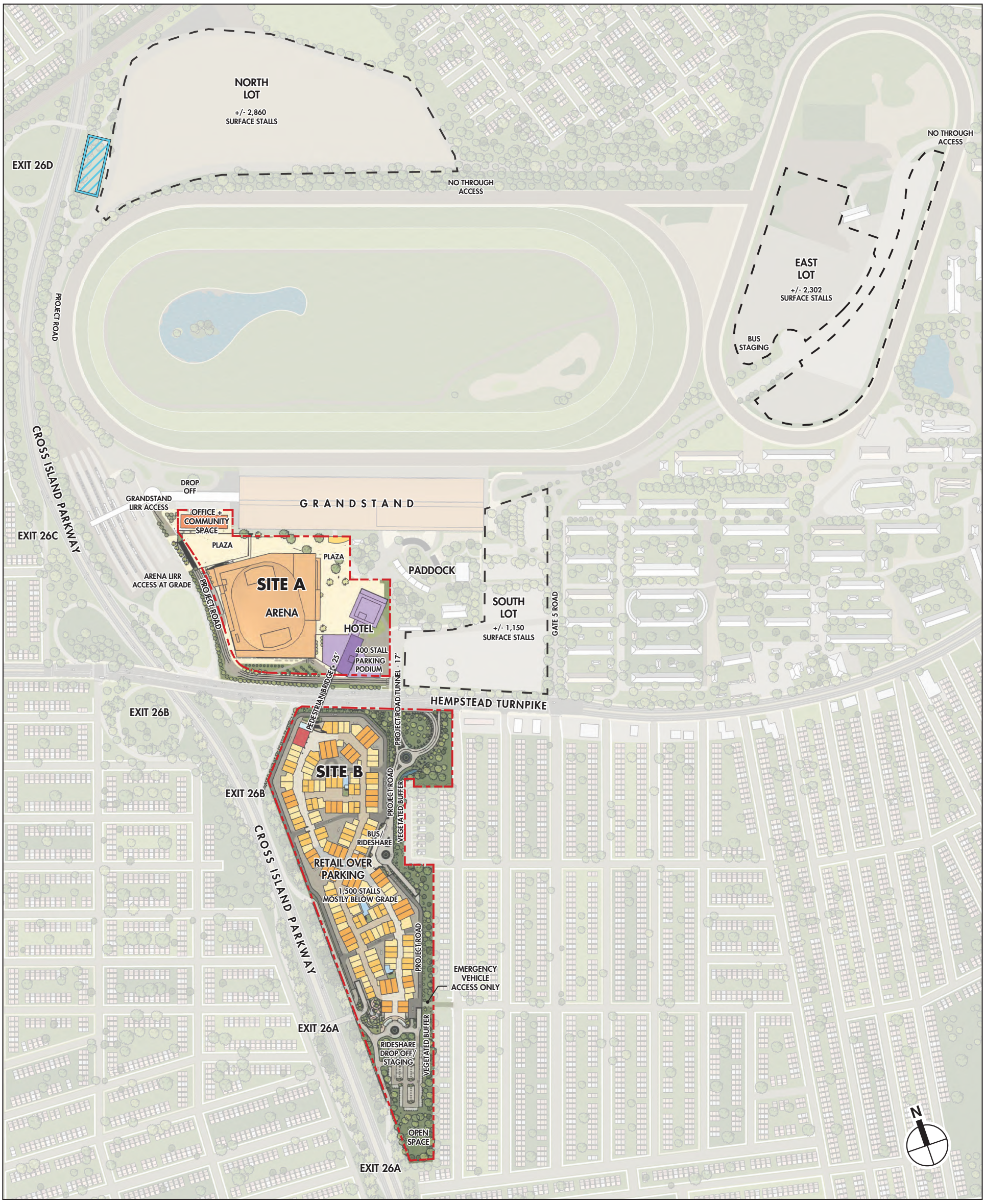

Source: New York Arena Partners, LLC, Belmont Arena + RD&E Master Plan, October 2018.

FOR ILLUSTRATIVE PURPOSES ONLY

Project Sites

North, South, and East Parking Lots

Proposed Belmont Electrical Substation

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Proposed Project Site Plan
Figure S-2

11.27.18

Source: New York Arena Partners, LLC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Illustrative Aerial View

Figure S-3

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Table S-1
Proposed Program

Proposed Use	Proposed Amount
Arena	690,000 gross square feet (gsf) (Up to 19,000 seats)[1]
Retail, Dining, and Entertainment	Up to 435,000 gsf[2]
Hotel	230,000 gsf (Up to 250 keys)
Office	30,000 gsf
Community Space	10,000 gsf
Open Space	250,470 sf (approximately 5.75 acres)[3]
Parking	1,940 spaces[4]

Notes:
[1] Up to 18,000 seats for NHL hockey; up to 19,000 seats for other select events.
[2] Site A would include up to 135,000 gsf of "experiential" retail and food and beverage uses; and Site B would include up to 350,000 gsf of luxury outlet stores within a "retail village." The total amount of retail would add up to an overall maximum of 435,000 gsf of retail across the entire development.
[3] Site A would include approximately 2.0 acres of publicly accessible open space and Site B would include approximately 3.75 acres of publicly accessible space.
[4] Site A would include approximately 400 spaces within and below the hotel podium and an additional 40 spaces for player parking within the arena's marshalling area; Site B would include approximately 1,500 spaces of below-grade parking. In addition to parking provided on Sites A and B, it is anticipated that NYAP, through a shared parking agreement with the FOB and NYRA, would utilize existing parking on the North, South and East Lots (up to approximately 6,312 surface parking spaces).
Source: NYAP, October 2018.

In addition to the approximately 44 to 60 New York Islanders home games,[7] NYAP envisions approximately 145 non-NHL arena event days annually, including: approximately 50 marquee concert/entertainment event days that would fully utilize the arena's space (approximately 19,000 seats); approximately 65 large to medium event days (utilizing between 6,000 and 11,500 seats), such as Disney on Ice, Cirque Du Soleil, E-Sports, or High School sports; and approximately 30 small or non-ticketed event days (3,500 seats or less), such as conferences, expos, graduations, or community events. **Figures S-4 and S-5** provide illustrative views of the proposed arena.

RETAIL, DINING, AND ENTERTAINMENT

As detailed below, on Sites A and B, two separate and distinct retail, dining, and entertainment experiences are proposed. The site plan includes up to 435,000 gsf of retail.

Site A

Up to approximately 135,000 gsf of "experiential" retail and food and beverage uses would be located on Site A, consisting primarily of dining uses. Unlike the retail proposed on Site B (see below), the experiential retail proposed on Site A would be expected to be attractive to not only the proposed hotel's guests and arena attendees, but also to Belmont Park patrons and the community at large in order to animate the area independent of arena events. In addition to retail

[7] Based on a current NHL schedule, there would be approximately 3 pre-season home games, 41 regular season home games, and up to 16 post-season home games.

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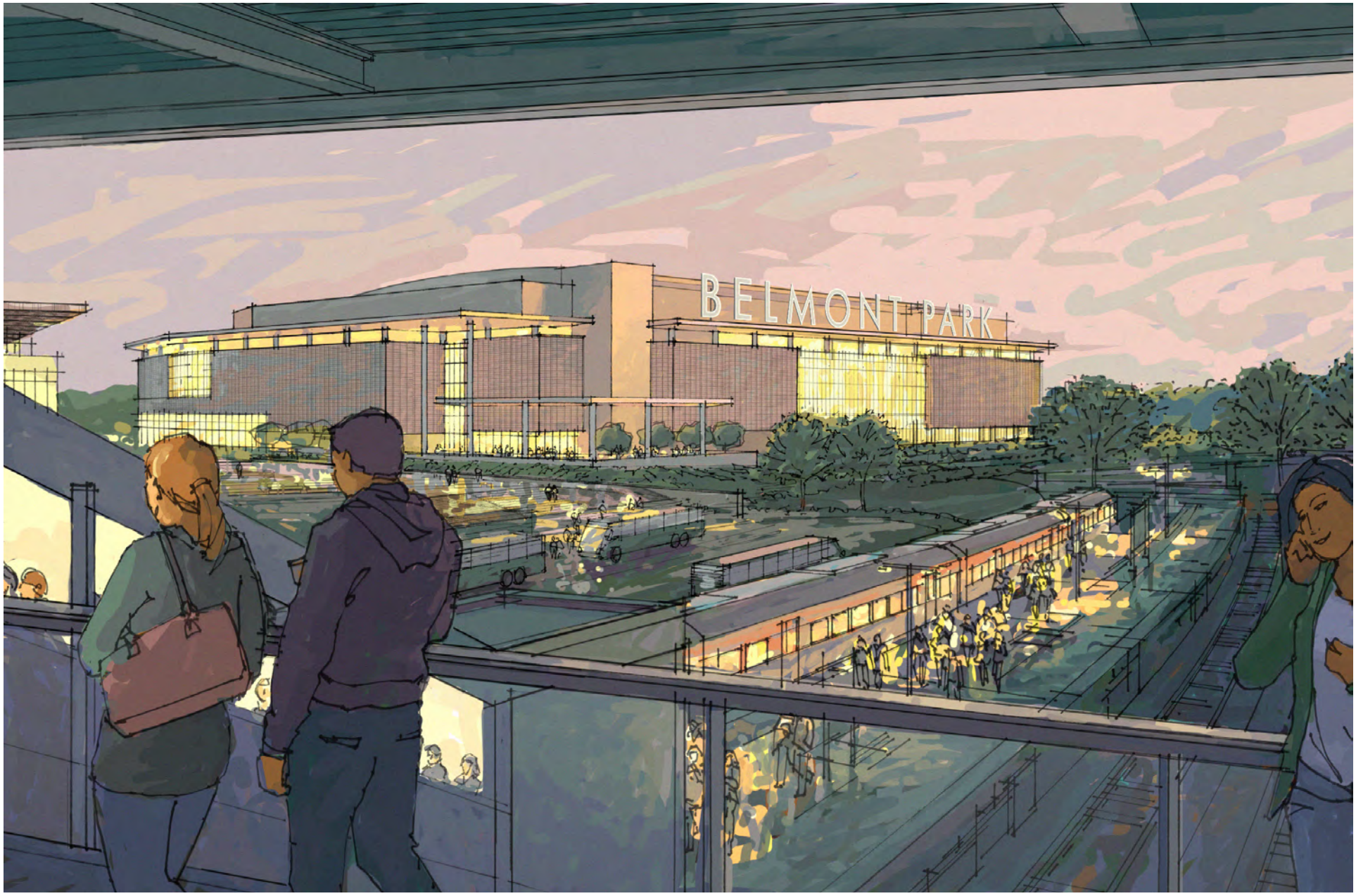

Source: New York Arena Partners, LLC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Arena - Illustrative View
from LIRR Belmont Park Station

Figure S-4

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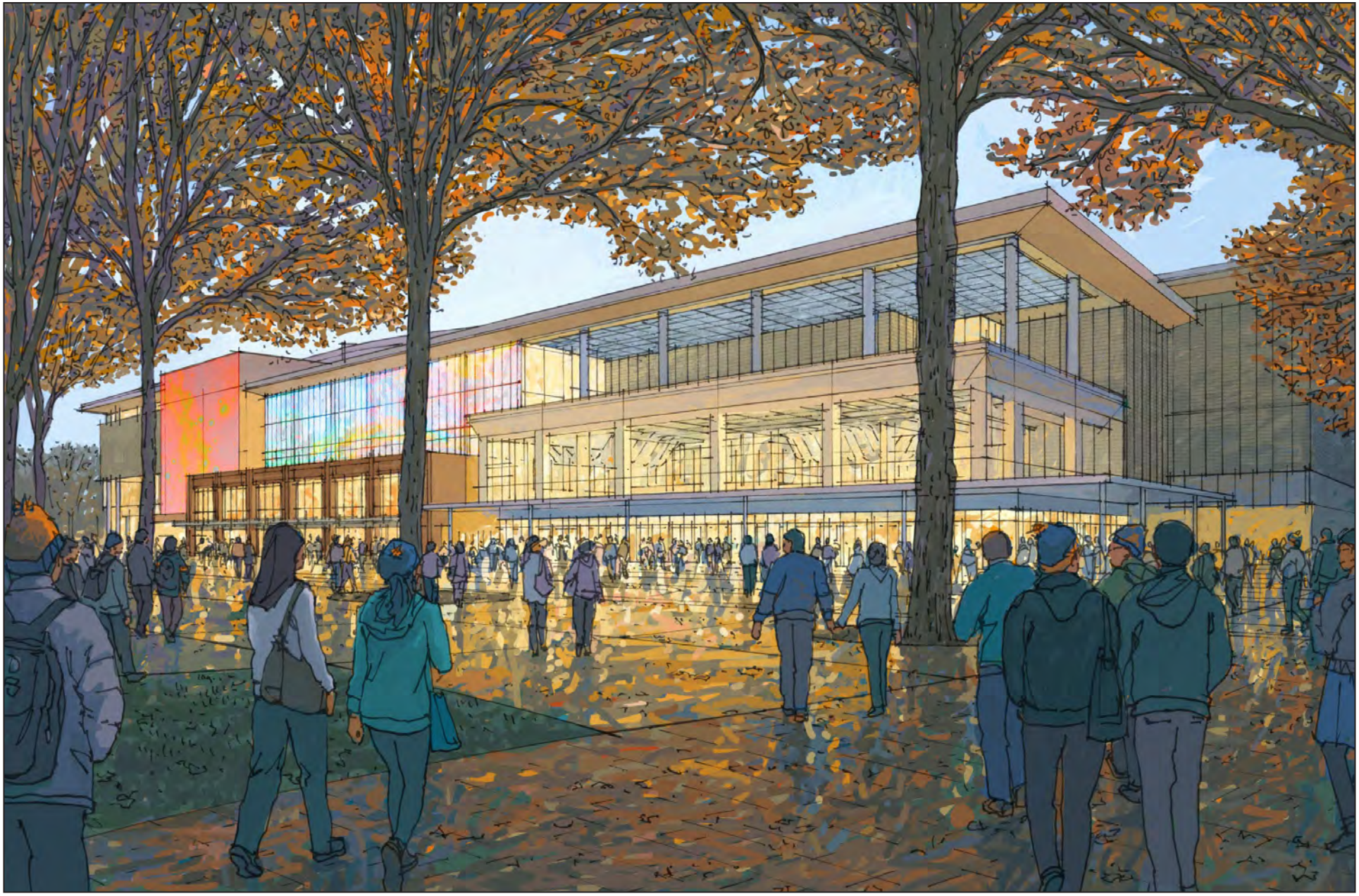

Source: New York Arena Partners, LLC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Arena - Illustrative View
from Site A Plaza

Figure S-5

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

storefronts within the proposed buildings, retail may be located within a dedicated structure, and a program of pop-up installations and special events would complement the dining experience.

Site B

Up to approximately 350,000 gsf of destination retail uses with an average store size of 2,000 sf is proposed within a "retail village" on Site B. This retail area is intended to create a village-type atmosphere that would incorporate pedestrian pathways and squares, lined with small and unique buildings featuring boutiques, restaurants, and special events to complement the shopping experience. NYAP does not propose to include any large-format "big box" retail uses. The complex is anticipated to host a collection of international, regional and local brands, as well as a collection of emerging, entrepreneurial and innovative brands identified within the New York metropolitan area. The retail village is intended to be a complementary, stand-alone use, meaning that it would not be reliant on the arena's attendees but would be expected to draw customers from Long Island and the Greater New York City metropolitan area, as well as from the national and international tourism industry. **Figure S-6** provides an illustrative view of the proposed retail village.

HOTEL

The proposed hotel would be located along Hempstead Turnpike on Site A, between the proposed arena and the South Lot. The hotel is designed with two wings connected by a pedestrian fly-over; the tallest element would rise to a maximum height of approximately 150 feet, and would be set back from Hempstead Turnpike by an access road and a corridor of trees. In addition to guest rooms, the hotel would include amenities, possible retail and food and beverage uses, conference and ballroom facilities, and structured parking. The western façades of the hotel buildings would share a plaza with the proposed arena. The hotel is intended to serve the existing Belmont Park Racetrack and surrounding community, as well as new demand generated by the Proposed Project.

OFFICE

The proposed office space totaling approximately 30,000 gsf would be located on Site A and is expected to be used by employees associated with New York Islanders and Proposed Project operations.

COMMUNITY SPACE

Approximately 10,000 gsf of community space would be maintained and operated by NYAP or its partners. It is anticipated that the community space would be located within a number of proposed structures (e.g., the office building, hotel, arena, and retail buildings) and would offer an array of educational and career development services.

In keeping with NYAP's goal to use the arena and other elements of the Proposed Project as a platform for innovation in live entertainment and guest experience, NYAP intends to create and operate facilities in this space that would provide educational and job training opportunities for students, young adults, veterans, and other community members interested in careers in: sports and entertainment (e.g., sales, technology and systems operations, event production, and journalism); hospitality (e.g., guest relations, manager training, marketing, sales); food and beverage (e.g., culinary skills training, food business incubation, food service training, urban agriculture) and retail (e.g., product management, visual merchandising, retail fundamentals, and manager training). Upon its conditional designation in December 2017, NYAP commenced discussions with leading New York-based enterprises to provide content and programming for the facilities to be incorporated into this component of the development, and NYAP is seeking

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Source: New York Arena Partners, LLC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Illustrative View within Proposed Site B Retail Village

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure S-6

community input—including at least three meetings with the Belmont Community Advisory Committee—in finalizing the program.

OPEN SPACE

The proposed open spaces would provide hard- and soft-scaped plazas on Site A and naturally landscaped areas on Site B. Approximately 3.75 acres of publicly accessible landscaped open spaces with walking paths are proposed to be located on Site B. An additional approximately 2.0 acres of landscaped plazas would be located on Site A. The multiple plaza areas would include sitting areas, gathering spaces for on-site events, and programming. The plazas are intended to be accessible to Belmont Park patrons at all times. In addition, NYAP would provide improvements and/or renovation to an existing community park located off-site based on coordination with local officials and community stakeholders.

As there are no residences that are directly adjacent to Site A, vegetated buffer areas would be somewhat narrower, but would separate the proposed development from Hempstead Turnpike and the Cross Island Parkway interchange.

PARKING AND CIRCULATION

New parking on Sites A and B, and improved parking in the North, South and East lots would accommodate the Proposed Project's patrons and employees. Pedestrian access between Sites A and B would be through one or more of the following: a new pedestrian bridge above Hempstead Turnpike; an improved pedestrian/vehicular tunnel under Hempstead Turnpike that currently connects Site B to the Racetrack (the project road tunnel); and/or an improved pedestrian-only tunnel under Hempstead Turnpike that currently connects Sites B to Belmont Park Racetrack. A pedestrian walkway would also be constructed from the south side of Hempstead Turnpike near the intersection of Wellington Road to the bus stop along the east side of the retail village, running on the east side of the project road.

Site A

There would be structured parking on Site A, including 400 spaces in new structured parking within and below the hotel's podium and 40 spaces in new parking within the arena's marshalling area, available to New York Islanders team members and staff.

Site B

NYAP proposes to construct approximately 1,500 parking spaces on one level of new structured parking beneath the proposed retail village on Site B. Site B also would include a taxi/ride-share services staging area and drop-off areas for taxi/ride-share and buses.

North, South, and East Lots

It is anticipated that NYAP, through a shared parking agreement with the FOB and NYRA, would utilize up to approximately 6,312 surface parking spaces on the North, South and East Lots.[8] The exact number of parking spaces that would be available on the North, and South and East Lots would be subject to the conditions of the shared parking agreement. When the North and East Lots are utilized for parking, NYAP would provide shuttle transportation from these lots to the Project Sites. The North, South and East Lots would be resurfaced and restriped to maximize the number

[8] The 6,312-space total includes approximately 150 parking spaces (located in a proposed rideshare staging area in the North Lot) that would not be available on full event days. Figure S-2 shows the interior portion of the Training Track (the East Lot) to be utilized by the Proposed Project.

of spaces that can be achieved, and new lighting would be installed. A buffer composed of dense vegetation and a chain-link fence would be provided along the northeastern boundary of the North Lot. Vehicle access/egress to parking in the North Lot would be via the Cross Island Parkway. Vehicle access/egress to parking in the East and South Lots would be via Hempstead Turnpike (e.g., Gate 5, Gate 14). The East Lot would contain a bus staging area with an approximately 1,250-gsf, single-level pavilion with a lounge area, kitchenette, and restrooms for use by bus drivers.

ROADWAY IMPROVEMENTS

As part of the Proposed Project, improvements would be made at the intersection of Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road (a Belmont Park entrance/exit). These would include: reconfiguring Hempstead Turnpike to include two eastbound left turn lanes, one eastbound through lane, and one eastbound shared through and right turn lane; extending the length of the eastbound left turn; modifying the traffic signal phasing to provide an eastbound left turn phase with a southbound right turn overlap; reconfiguring Gate 5 Road to include one southbound shared left turn and through lane, one southbound right turn lane, and two northbound receiving lanes; and relocating the crosswalk on Hempstead Turnpike from the west side of the intersection to the east side of the intersection.

PROJECT MANAGEMENT AND SITE SECURITY

The Proposed Project incorporates a number of measures to ensure that the proposed redevelopment is safe and reliable. Public gathering spaces such as the existing Belmont Park and the proposed new arena, hotel, and retail village require a strategic approach to safety and security. NYRA already coordinates with the Nassau County Police Department and other agencies for large events such as the Belmont Stakes. While it is anticipated that the individual uses (arena, hotel, and retail) would establish security staffing and protocols specific to their needs, NYAP and NYRA would also implement a campus-wide security plan in conjunction with this development.

Sporting events, concerts and other large-scale events typically require close coordination with emergency service providers and public agencies. NYAP would partner with NYRA and all involved service providers to best manage Belmont Park's safety and security plan.

In addition to utilizing best operational practices with respect to security, all components of the proposed development would be designed with state-of-the-art security and safety components incorporated therein. Areas of focus include the use of the most modern and effective screening and surveillance equipment as well as the establishment of a "secured perimeter" to the arena.

NYAP also intends to pursue Support Anti-Terrorism by Fostering Effective Technologies (SAFETY) Act verification by the Department of Homeland Security. Such certification requires that the development include a security command center, annual reporting, and self-testing as well as an integrated operational plan with local, state, federal, and international law enforcement.

As part of that effort, NYAP will be developing comprehensive emergency plans prior to the arena opening for (a) fire, (b) evacuation, (c) bomb threats, (d) suspicious packages or letters, (e) medical situations (which shall contain specified emergency facilities and routes from the Arena), (f) Improvised Explosive Devices (IEDs) or Vehicle Born Improvised Explosive Devices (VBIEDs), (g) power failures, (h) severe weather and other natural disasters, (i) active shooter/police response, (j) crisis communications, (k) chemical and biological, radiological, nuclear (CBRN) events, (l) continuity of operations, and (m) spontaneous fan civil disobedience demonstrations, use of drones, cyber, and active shooter.

PURPOSE AND NEED

The RFP solicitation for redevelopment of the Project Sites was issued on July 31, 2017 with the intention of strengthening Belmont Park as a premier destination for entertainment, sports, recreation, retail, and hospitality on Long Island. ESD identified the following development objectives for the redevelopment of the Project Sites in the RFP:

- Enhance Belmont Park to become one of Long Island's premier destinations for entertainment, sports, hospitality, and retail, with uses that are complementary to the existing Belmont Park Racetrack;
- Maximize economic benefit to the State while minimizing significant adverse environmental impacts;
- Provide a source of quality jobs for area and New York State residents;
- Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park;
- Maximize incorporation of green building and sustainable design practices; and
- Feature meaningful participation of Minority-and Women-Owned Business Enterprises (MWBE), and Service-Disabled Veteran-Owned Businesses (SDVOB).

The Proposed Project responds to the development objectives in several ways. First, it intends to create a gateway to Long Island by creating a striking new presence for Elmont; attentive and sensitive architectural design, signage, public art, and landscape elements would transform the current vacant and underutilized space on the Project Sites to the benefit of the community. Second, it aims to create a premier destination by providing a year-round retail village, office space, community space, hotel, and arena, all of which would complement Belmont Park, enhancing economic benefit in comparison with the current underutilized character of the Project Sites. Economic risk would be minimized by commitment to lease terms as negotiated between NYAP and ESD and the combination of proposed world-class sports, entertainment, retail, and hospitality uses.

NYAP's Proposed Project aims to prioritize environmental sustainability, promote public safety, and build an asset of lasting importance and value to the greater community. The implementation of the plan is estimated to create approximately 3,000 permanent jobs and over 10,000 temporary construction jobs, including direct and indirect jobs. This significant investment in the metropolitan New York region would spur economic development and produce reliable and permanent revenue streams for the benefit of the public. Moreover, NYAP is committed to paying a living wage, hiring locally, and encouraging MWBE and SDVOB participation, with apprenticeship programs and diversity initiatives and commitments anticipated during both construction and operations.

In addition, the proposed sports and entertainment arena would serve as the new and permanent home for the New York Islanders. The new arena is expected to attract a wide audience of new and existing fans, due to its modern and innovative design, and due to it being centrally located at the border of New York City and Long Island. The proposed arena would be an adaptable NHL-ready venue that would serve as the new and permanent home for the New York Islanders.

Overall, the Proposed Project would benefit the local community by providing new retail, hospitality and entertainment and substantial employment opportunities that can be locally accessed by adjacent communities. The Proposed Project would also provide local recreational and entertainment resources and community space. The Proposed Project incorporates passive public open space on Sites A and B, and would include the renovation and improvement of an off-

site park facility within the Elmont community. The Proposed Project would target Leadership in Energy and Environmental Design (LEED) v4 certification, which indicates NYAP's commitment to a sustainably designed and built project. The Proposed Project would implement a variety of low-impact development methods, including the use of green stormwater infrastructure, pre- and post-consumer recycled materials, and high efficiency LED lighting and other infrastructure to reduce total energy demand.

D. REQUIRED ACTIONS AND ENVIRONMENTAL REVIEW

ESD DISCRETIONARY ACTIONS

The Proposed Project is expected to require the following ESD discretionary actions (the "Proposed Actions"):

- ESD adoption and authorization of a GPP in accordance with the New York State Urban Development Corporation Act, which will include an override of the Town of Hempstead Building Zone Ordinance (BZO) and provisions in the Town Code, where applicable, to facilitate the Proposed Project. Specific
- Acquisition of the Project Sites, including NYRA's surrendered property, and long-term lease to NYAP.

OTHER INVOLVED OR INTERESTED AGENCIES

In addition to ESD, several other involved or interested public agencies or authorities have been identified as being required to implement the Proposed Project, as follows:

- FOB: assemblage and conveyance of the Project Sites to ESD (including 7 acres that NYRA would surrender); entering into a lease amendment and shared parking agreement with NYRA; and granting of easements including for substation and cables;
- NYS Office of General Services (OGS): review of transaction on behalf of the FOB as agent; building permits, code inspection and the issuance of a Code Compliance Certificate and general code authority as the Authority Having Jurisdiction for design and construction activities on the Belmont Park Racetrack property;
- NYS Department of Transportation (NYSDOT): highway work permits for curb cut access; pedestrian bridge; Hempstead Turnpike improvements at Locustwood Boulevard/Gate 5 Road; review of traffic mitigation measures;
- NYS Department of Environmental Conservation (NYSDEC): State Pollutant Discharge Elimination System Permit/approval of Storm Water Pollution Prevention Plan (SWPPP);
- NYS Office of Parks, Recreation and Historic Preservation (OPRHP): historic resources determination (On May 25, 2018, OPRHP provided a letter determining that Belmont Park does not meet the criteria for inclusion in the New York State or National Registers of Historic Places. In a letter dated August 10, 2018, OPRHP determined that no historic or archaeological properties would be impacted by the Proposed Actions.);
- New York State Office of Fire Prevention and Control (OFPC): fire code review and assembly permitting;
- Long Island Electric Utility Servco, LLC, as agent and acting on behalf of Long Island Lighting Company d/b/a Long Island Power Authority (LIPA): proposed substation, underground distribution feeders and transmission lines, and electrical connection;

- Metropolitan Transportation Authority (MTA) LIRR: improved train service; switch and signal upgrades at existing Belmont Park Station;
- MTA Bus Company and MTA New York City Transit (NYCT): review and implementation of transportation mitigation measures;
- New York City Department of Transportation (NYCDOT): review and implementation of transportation mitigation measures;
- Nassau Inter-County Express (NICE): review and implementation of transportation mitigation measures;
- Nassau County Department of Public Works (NCDPW): sewer permit/stormwater management requirements; review and implementation of transportation mitigation measures;
- Nassau County Department of Health: water supply and bulk storage approval, if applicable; and
- Town of Hempstead Supervisor: offsite open space improvement; consultation regarding use of override; and easement for emergency vehicle access to/from Site B at 109th Avenue.

ENVIRONMENTAL SETTING

SEQRA requires that an EIS include a concise description of the environmental setting of the areas to be affected, sufficient to understand the impacts of a proposed action and alternatives. This DEIS includes a discussion of existing conditions as well as conditions expected in the future with the Proposed Project. As noted above, construction of the Proposed Project is expected to occur in a single phase over a period of approximately 28 months. Therefore, analysis of the Proposed Project's potential impacts will be performed for one analysis year (2021). In accordance with SEQRA, this DEIS considers the Proposed Project's potential significant adverse impacts on the environmental setting, taking into account planned and in-construction development as well as major infrastructure projects in the area that are anticipated to be completed by 2021. This DEIS also includes analysis of the Proposed Project's potential for temporary effects during the construction period.

In accordance with SEQRA, this DEIS also analyzes the cumulative impacts of the Proposed Project and other relevant projects that will affect conditions in any of the relevant study areas in 2021. Governmental entities with jurisdiction in an approximately ½-mile radius surrounding the Project Sites—including Nassau County, the Town of Hempstead, Village of Floral Park, Village of South Floral Park, Village of Bellerose, and the City of New York—as well as NYRA, were contacted for information regarding planned future development and capital projects.

E. POTENTIAL IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND COMMUNITY CHARACTER

The Proposed Actions would not result in significant adverse impacts to land use, zoning, or community character. The Proposed Project would result in a substantial change to the existing land use and character of Sites A and B, while the North, South, and East Lots would be used in a similar manner to what currently occurs with regard to event parking, but on a more frequent basis. In particular, the North and East Lots would be used more frequently for active parking during events as compared to its current use for the storage of vehicles and overflow parking for the annual Belmont Stakes. However, while the Proposed Project would represent intensification of land uses on the Project Sites, the proposed land uses would be compatible with the existing

development of the Belmont Park property as a racetrack and entertainment facility, which has been in existence for over 110 years.

The Belmont Park property was chosen for redevelopment and enhancement with a new arena and complementary uses such as the hotel, office, and retail establishments, because of the nature of its existing use and its prominence in the community. The overarching goals of the State for this site are to foster economic development and increase activity at Belmont Park with uses that are compatible with the Racetrack and the surrounding neighborhoods. The proposed new uses would activate sites that are used only on a sporadic basis over the course of a year. The proposed arena, hotel, office, retail, and community uses on the Project Sites would make Belmont Park more of a year-round destination and would draw the surrounding community onto the Belmont Park property through economic and social opportunities. In addition to the intensification of uses on Site A, the North Lot and East Lot would be used on a more frequent basis than currently occurs for overflow event parking. The proposed fencing and vegetated buffer (and natural berm) on Site B would serve to separate the commercial and parking uses from the existing residences.

From a land use perspective, the Proposed Project meets the development objective set forth by New York State of enhancing Belmont Park to become one of Long Island's premier destinations for sports, entertainment, hospitality, and retail with uses that are complementary to the existing Racetrack and associated facilities. Based on the foregoing, the Proposed Project provides land uses that fit well within the existing Belmont Park property and community, and that would draw people to Belmont Park year-round. As detailed in Chapter 7, "Socioeconomic Conditions," the proposed retail uses would complement, rather than directly compete with, existing retail facilities in the area. Thus, implementation of the Proposed Project, while substantially intensifying development on the Project Sites, is not expected to result in a significant adverse land use impact on the surrounding community.

The Project Sites are generally zoned residential (Residence B), although Sites A and B are zoned Business X along their Hempstead Turnpike frontage to a depth of 100 feet and the entire parcel (Site B) is included within the Town's Hempstead Turnpike – Elmont Overlay Zone (Gateway) (HT-E, G). Thus, the historical use of the Project Sites as a destination for sports and entertainment does not conform with the underlying zoning, nor would the proposed use of the property. Therefore, zoning overrides of the Hempstead BZO and Hempstead Town Code would be sought to effectuate the development of Sites A and B.

No change in underlying zoning of the Project Sites would occur, and it is expected that there would be no impact to the zoning of surrounding areas.

The proposed redevelopment of Sites A and B is consistent with the local, County, and State comprehensive planning documents and policy recommendations, as one of the major goals consistently identified in policy statements at all levels is for this area to harness the prominence of Belmont Park to spur economic development and to create an important gateway to Long Island.

Once the Proposed Project is completed, it would transform two underutilized sites into a vibrant, year-round operating and accessible mixed-use development that would be compatible with the surrounding area.

COMMUNITY FACILITIES AND UTILITIES

The Proposed Actions would not result in significant adverse impacts to community facilities and utilities.

POLICE PROTECTION

The Fifth Precinct of the Nassau County Police Department (NCPD) services Belmont Park and surrounding areas and would be the first responder for the Proposed Project after on-site security personnel. In addition to the resources of the Fifth Precinct for patrol, there are various plainclothes and specialized resources that are available to respond to address threats to public safety as well as quality of life concerns. There are no plans to modify or relocate the Fifth Precinct, and the Proposed Project would not displace any police protection facility. The NCPD did not express any concerns about its ability to serve the Proposed Project. The Proposed Project, including potential effects on emergency response times, would be taken into consideration during routine evaluations of service adjustments to continue to provide adequate police coverage.

To supplement the NCPD, the Proposed Project would implement its own site security plans, which would include measures such as the deployment of security personnel, as well as monitoring and screening procedures. The property owners and operators would coordinate with the NCPD and the MTA police (at the LIRR Belmont Park Station) to ensure a safe and secure environment.

Therefore, the Proposed Project is not anticipated to have a significant adverse impact on police protection services.

FIRE PROTECTION AND AMBULANCE/EMERGENCY MEDICAL SERVICES

Fire protection for the Project Sites and other directly affected areas is provided by the Elmont Fire Department, which is a volunteer agency. In addition, the OFPC has jurisdiction regarding the requirements for new construction, fire department vehicular and firefighter access to the sites and buildings, fire suppression systems, etc. The Applicant has undertaken consultations with the Elmont Fire Department and OFPC regarding the Proposed Project, and would continue to meet with the relevant agencies throughout the design process and construction period.

The Elmont Fire Department indicated it is the primary fire protection service for the Elmont community including Belmont Park. Further, based on correspondence with the Elmont Fire Department, there would be no significant adverse impacts on the Elmont Fire Department services.

The Floral Park Fire Department (FPFD) indicated that it responds to the Belmont Park property during working fires on the property. In addition, the FPFD responds to medical emergencies at the property. Based on correspondence with the FPFD, there would be no significant adverse impacts on the FPFD, so long as emergency response time is not compromised due to increased traffic congestion from the Proposed Project. As discussed in more detail in Chapter 11, "Transportation," while the Proposed Project has the potential to slow down emergency vehicle response times, with the proposed mitigation measures described in Chapter 17, "Mitigation," project-generated traffic volumes are not expected to significantly lengthen emergency vehicle response times.

The South Floral Park Fire Department was contacted for its input regarding fire protection. However, as of the publication date of this DEIS, no response has been provided.

The NCPD Emergency Ambulance Bureau (EAB) was contacted regarding its service to Belmont Park. The NCPD EAB indicated it is the primary emergency medical service (EMS) and first responder for the majority of Nassau County, including the Elmont/Belmont Park area. Based on correspondence with the NCPD EAB, there would be no significant adverse impacts on the NCPD EAB services expected.

While each proposed project component (or group of facilities such as the retail village on Site B) would have its own fire protection measures and emergency plans, the entire complex would be serviced by the Elmont Fire Department for fire protection and the NCPD EAB for primary EMS services (supplemented by the Elmont Fire Department).

The Proposed Project would not directly displace any fire protection or emergency services. Further, it is not expected to significantly affect the provision of services by the fire departments or emergency medical providers.

SOLID WASTE MANAGEMENT

In the future with the Proposed Actions, there would be no significant adverse impact to solid waste facilities or solid waste services and practices provided by the local or State governments. The Proposed Project would increase the volumes of solid waste and recyclables, but it is not anticipated to burden solid waste collection or disposal facilities. The Proposed Project is expected to generate approximately 95.0 tons/week of solid waste between Site A and Site B. Solid waste would be collected by a private carter as in the existing condition for Site A. There would be new solid waste collection on Site B, which is currently only used as a parking lot for Belmont Park, as well as a vehicle storage site, and does not generate solid waste.

WATER SUPPLY

Potable water is supplied to Belmont Park by the Water Authority of Western Nassau County (WAWNC). Belmont Park is currently the Water District's largest customer. The Proposed Project would increase water demand and is expected to have an average daily water demand of 135,925 gallons per day (gpd), excluding irrigation. Peak water demand is estimated at 2,600 gallons per minute (gpm). Consultations have been undertaken with the WAWNC to discuss the ability of the water district to serve the Proposed Project, and meetings were held in May and September with the Chief Engineer of the District, the Superintendent of the Water District and the Director of Plant Operations. Based on a meeting on September 25, 2018 between the Applicant and WAWNC, the Water District has preliminarily indicated that it can provide the volume of water needed for the Proposed Project. There are ongoing discussions with respect to the specific infrastructure and connections that would be needed to effectuate the provision of potable water to both Project Sites, including the potential to expand a 12" water main on the south side of Hempstead Turnpike which is currently under evaluation by WAWNC.

SEWAGE DISPOSAL

Sewage disposal occurs through connection to the Nassau County municipal sewer system. Consultation was undertaken with the NCDPW, the agency that has jurisdiction over sewage disposal in the County. The projected amount of sewage generation was calculated based on Nassau County sewage design flow rates. It is expected that sewage flow would be 135,925 gpd. Peak sewage discharge is estimated at 2,600 gpm. Based on previous consultations and at a meeting on September 13, 2018, representatives from NCDPW indicated that Site A could connect to the existing on-site 18-inch sanitary main, east of the Grandstand. In addition, sanitary discharge from Site B would flow to one of several potential sewer mains available in the surrounding roadways. NCDPW has indicated that there is capacity in these mains to accommodate the sewage discharge from Site B. The need for specific infrastructure to facilitate conveyance of sewage to the selected main is currently being evaluated.

Sewage is treated at the Bay Park Wastewater Treatment Plant (WWTP), located in East Rockaway. Bay Park is operating within its SPDES permit capacity and has the capacity to treat the projected sewage effluent from the Proposed Project.

Based on discussions with the NCDPW, the Proposed Project is not expected to have a significant adverse impact on sewage disposal infrastructure.

ELECTRICAL SERVICE

Electrical service is provided by PSEG Long Island. Early in the environmental review process, PSEG Long Island identified the need to construct an electrical substation to adequately serve the Proposed Project. With the construction of the new electrical substation, feeders and transmission lines, the electrical supply demands of the Proposed Project can be satisfied and, thus, there would be no significant adverse impact on electrical services.

Construction of the proposed electrical substation and associated equipment (feeders and transmission lines) would increase electromagnetic field (EMF) exposure in the immediate vicinity of the substation and transmission lines. However, EMF levels from substations are generally not considered hazardous, and the proposed substation would not have a significant adverse impact on neighboring properties due to the distance to the nearest residences and other sensitive receptors (e.g., schools). The proposed transmission lines would result in a minimal increase of magnetic field strength, and field strength decays with distance. As the proposed feeders and transmission lines would be underground, and almost entirely located on Belmont Park property, any increases in EMF levels would not have a significant adverse impact on the surrounding community.

NATURAL GAS SERVICE

Natural gas is provided by National Grid. The amount of natural gas required by the Proposed Project was calculated, and correspondence outlining the projected gas load was transmitted to National Grid. According to a response from National Grid, the natural gas demands of the Proposed Project can be satisfied with the installation of additional gas main and gas service lines. Therefore, there would be no significant adverse impact to the natural gas supply.

OTHER COMMUNITY FACILITIES

Based on a review of the other technical sections of this DEIS, there would be no direct impacts on schools, libraries and hospitals (including no displacement of such facilities). In addition, since there would be no permanent population generated by the Proposed Project, there would be no indirect impact on schools and libraries. Depending upon the ambulance service and/or the specific medical issue, potential patients would be taken to various area hospitals. However, no significant adverse impact is anticipated.

With regard to day care facilities, Anna House was identified as a private day care facility located on the grounds of Belmont Park for use by Backstretch families. In addition, there are eight other registered day care facilities located within the study area. However, the Proposed Project would not introduce a permanent population and, thus, it would create no new demand for day care facilities. Accordingly, there would be no significant adverse impact to surrounding day care facilities.

OPEN SPACE

The Proposed Project would not result in significant adverse impacts on publicly accessible open space or recreational resources. The following summarizes the analysis findings in terms of both direct and indirect effects.

DIRECT EFFECTS

The Proposed Project would introduce new publicly accessible open spaces to Belmont Park, including approximately 2.0 acres of hard- and soft-scaped plazas on Site A, and an approximately 3.75-acre landscaped open space with walking paths on Site B, along the southern and eastern boundary.

In addition to the proposed on-site open space, NYAP has committed to working with ESD and local officials and community stakeholders, including the Town of Hempstead, to make improvements to existing open space in the nearby community. Elmont Road Park in the Town of Hempstead is currently under consideration.

While the Proposed Project would displace approximately 5 acres of the existing "Backyard" space within Belmont Park, the plazas contemplated for Site A—with sitting areas, gathering spaces for on-site events, and programming—as well as the passive open space proposed for Site B would offset the loss of this space, and would meet the recreational space needs of existing Backyard patrons and new workers and visitors. The proposed, approximately 2 acres of hard- and soft-scaped plazas would be located outside the main entrance of the proposed arena, and would flow into the remaining portion of the Backyard and existing Belmont Park Paddock. The newly created plaza space would be open to the public free of charge, and would not require an entry fee which is currently required to access the Backyard. The NYRA events currently held within the Backyard space are largely expected to continue in the future with the Proposed Project, utilizing the remaining Backyard space, or may otherwise relocate to other parts of the Belmont Park property.

Based on a review of other technical analyses included in this DEIS, the Proposed Project would not result in any significant adverse impacts on open space resources including from air quality, noise, or shadows, either during construction or during event- and non-event day operations. In addition, the Proposed Project would not preclude the ongoing use of existing open space resources at Belmont Park by Floral Park Memorial High School students.

INDIRECT EFFECTS

While the Proposed Project would introduce substantial new worker and visitor populations to the Project Sites, due to the campus-like nature of Belmont Park and the distance workers would travel to exit Belmont Park, it is unlikely that these workers or visitors would utilize open spaces within the communities surrounding Belmont Park, preferring to utilize on-site space at Belmont Park. To accommodate the new on-site populations, as well as the existing Backyard patrons and surrounding communities, new open spaces would be created as part of the Proposed Project, which would offset the incremental demands that the new workers and visitors would place on the existing recreational areas at Belmont Park.

Open spaces directly adjacent to Belmont Park—including the Belmont Bench Spread, Belmont Ball Park, and Hendrickson Avenue Park—may experience some increased utilization by Belmont Park workers and visitors as a result of the Proposed Project. However, the increase is unlikely to be substantial, as access to these spaces from Belmont Park is limited along Hempstead Turnpike, and the proposed on-site amenities would support the recreational needs of workers and visitors.

HISTORIC AND CULTURAL RESOURCES

In a letter dated August 10, 2018, OPRHP determined that the Proposed Project would not result in any adverse impacts to historic and archaeological resources. There are no known or potential archaeological or architectural resources on the Project Sites or within the other directly affected areas, and thus the Proposed Project would not have any direct or indirect impacts to on-site archaeological or architectural resources. There is one known architectural resource in the study area—the Floral Park Bellerose School—that is located approximately 400 feet from the North Lot, separated by a playing field, and thus has visibility to that portion of the directly affected area. No new structures would be constructed on the North Lot, with the exception of lighting poles and potential low scale ticket booths; however, the North Lot would be used more frequently for active parking during arena events as compared to its current use for the storage of vehicles and overflow parking for the annual Belmont Stakes. The Proposed Project would include new fencing, and dense border vegetation along the northeastern boundary of the North Lot to screen and soften the separation between the North Lot and the playing field in the rear of Floral Park Bellerose School, and to reduce visibility. In addition, although Belmont Park is visible in the distance from the Floral Park Bellerose School, the Proposed Project would be located far enough away from the school that visibility of its built structures would be insignificant. Therefore, the Proposed Project would not have any direct (physical) or indirect (visual/contextual) impacts to architectural resources within the study area.

VISUAL RESOURCES

The DEIS analysis finds that the Proposed Actions would not result in significant adverse impacts to aesthetic resources in the study area; would not impinge on viewsheds of the aesthetic resources; and would not interfere with the public's enjoyment of Floral Park Bellerose School and other historic resources in the study area, as well as local parks including Hempstead Ballfield, Hempstead Bench Spread, and Pat Williams Playground.

The Proposed Project on Site A would be visible from certain aesthetic resources or sensitive view locations in Elmont, Queens Village, and Floral Park. The buildings would also be larger structures than found throughout most of the study area. In Elmont, northwest views from residential Huntley Road would be of the upper stories of the hotel, but the views would not be direct and would be partially obscured by vegetation. The views would remain compatible with the street's existing setting, which includes a north view of the Grandstand/Clubhouse. In Queens Village, three public parks near the Cross Island Parkway would have views of the arena and office/community space development. With the Proposed Actions, Hempstead Ballfield, Hempstead Bench Spread, and Pat Williams Playground would have views of the proposed arena and office/community space. However, the Proposed Project would be physically separated by the Cross Island Parkway and the grassy area of the Hempstead Turnpike/Cross Island Parkway cloverleaf interchange. In Floral Park, views of the Proposed Project on Site A would be limited to only the upper stories of the hotel above the Grandstand/Clubhouse. Therefore, the Proposed Project on Site A would not result in significant adverse impacts to aesthetic resources in Elmont, Queens Village or Floral Park, as the Proposed Project would not obstruct views to aesthetic resources or otherwise significantly detract from, or cause a diminishment of the public's enjoyment of a resource.

The Proposed Project on Site B would be partially visible from Huntley Road and a segment of Wellington Road in Elmont, which are residential streets located adjacent to the site's eastern boundary. A proposed linear open space would be provided on the east side of Site B, with a landscaped berm that would obscure views from Huntley Road of the lower portions of the

buildings on Site B. From Wellington Road, the proposed emergency entrance at 109th Avenue would also remain compatible with the street's setting. The Proposed Project on Site B would not result in any impacts to views to aesthetic resources or diminish the public's enjoyment of a resource, or significantly impact sensitive viewers.

The North, South, and East Lots would be resurfaced, restriped, and illuminated. The proposed North and East Lots would be made more active and may contain small ticketing booths. To reduce the potential for visual impacts to the S/NR-eligible Floral Park Bellerose School and residential streets that abut the North Lot, a dense border vegetation would be planted along the northeastern perimeter of the North Lot. Views to the East Lot from residential streets in Floral Park would be partially obscured by the existing vegetation along the northern boundary of Belmont Park Road, which extends along the north end of the Training Track, and by the North Field on Belmont Park property, located north of the Training Track, which would also provide a green buffer. The improved East Lot parking would also be partially visible from the rear playing fields and running track at Floral Park Memorial High School along Plainfield Avenue, though views would be indirect and at a distance as the proposed parking improvements are located towards the middle and south ends of the East Lot and views from the school's fields would either be across the existing Pony Track or largely blocked by existing buildings and vegetation, on Belmont Park property.

The Proposed Project would not result in any significant lighting-related impacts to aesthetic resources and other locally sensitive receptors within the study area. The proposed lighting strategy incorporates best-practices principles related to duration and usage, brightness, orientation, directionality, form, and fixtures that would minimize light pollution.

The proposed new electrical substation would include a 20- to 24-foot-tall bus and converter tank, and approximately four 50-foot-tall lightning rods. The substation would be located across the North Lot from the Floral Park Bellerose School, at a distance of approximately 1,000 feet. Views of the substation from Floral Park Bellerose School would likely be minimal, due to the proposed screening at the edges of the North Lot, evergreen tree plantings at the perimeter of the substation, and the distance. The Proposed Project on the North, South, and East Lots would not obstruct views to aesthetic resources or otherwise significantly detract from, or cause a diminishment of, the public's enjoyment of a resource.

Overall, while some visibility of structures resulting from the Proposed Actions is anticipated from certain vantage points, this visibility would not result in significant adverse visual impacts to aesthetic resources.

SOCIOECONOMIC CONDITIONS

The Proposed Project would not result in any significant adverse environmental impacts due to changes in socioeconomic conditions; it would, however, create local jobs and positive economic synergies. The following presents summary findings for each of the analyses performed.

ECONOMIC BENEFITS

Job Creation

Given its size and scope, the Proposed Project would create a substantial number of jobs. Construction activities associated with the Proposed Project would generate an estimated 10,227

full-time equivalent (FTE) temporary jobs.[9] Once operational, the Proposed Project would generate an estimated 2,972 FTE permanent jobs; this includes an estimated 2,349 direct on-site FTE jobs and an estimated 623 indirect and induced FTE jobs within the region. The direct permanent jobs would be largely within the "Dining and Entertainment" and "Luxury Outlet Retail" introduced by the Proposed Project.

Economic Synergies

The Proposed Project would increase commercial investment in the immediate study area, drawing direct investment through building construction, enhanced retail activity and destination shopping, increased event-based economic activity, and office and community space activities. It would introduce new workers and visitors to the area, thereby increasing the area's spending power and benefiting existing commercial establishments. The Proposed Project's operations also would provide opportunities to utilize local material and services during construction and future operations of all businesses: retail, arena, hotel, and office. NYAP is committed to providing work opportunities to local residents and firms, and would conduct outreach efforts (such as job and vendor fairs) to promote significant local participation on both the construction and operations of the Proposed Project. Finally, the Proposed Project would introduce new uses and amenities—such as on-site open space, dining and entertainment-oriented retail, and a hotel—that would be available to visitors to Belmont Park. These uses would complement NYRA's operations and would further its goal of enhancing the destination value of Belmont Park.

POTENTIAL ADVERSE EFFECTS ON SOCIOECONOMIC CONDITIONS

Adverse impacts can occur when a project directly or indirectly changes the socioeconomic character of an area. As detailed below, the analysis considered potential adverse impacts from the Proposed Project's direct displacement of business activities from the Project Sites and North and East Lots, as well as the potential for indirect residential or business displacement within a local study area and within broader trade areas.

Direct Business Displacement

The Proposed Project would displace the existing surface parking lots on Sites A and B and a substantial portion of the existing "Backyard" space at Belmont Park. The parking spaces to be displaced would be replaced with new surface and structured parking, and it is anticipated that existing and future parking demand at Belmont Park would continue to be accommodated through a shared parking agreement with the FOB and NYRA. While there are car dealerships that currently utilize portions of Site B and the North and East Lots for vehicle storage on month-to-month leases, it is expected that dealerships would relocate this use outside of the ½-mile study area. Irrespective of relocation, the vehicle storage use does not bring customers to the Proposed Project location; as such, potential displacement of this use would not result in a loss of consumer base from the local area, and would not result in significant adverse impacts. With respect to the NYRA events currently held within the Backyard space, those events are largely expected to continue in the future with the Proposed Project, utilizing the remaining Backyard space, or may

[9] All jobs presented in this study are full-time equivalents (FTEs). Construction jobs are by definition temporary and are presented in FTE "person-years." In other words, one FTE construction job is equivalent to one person working full-time for one year. All job estimates in this study were calculated independently using the following program assumptions for the Proposed Project: dining and entertainment-oriented retail (85,000 gsf); luxury outlet retail (350,000 gsf); arena (660,000 gsf); hotel (250 rooms); community space (10,000 gsf); and office (30,000 gsf).

otherwise be relocated to other parts of the Belmont Park property. NYAP and NYRA would explore opportunities to host Backyard events within Site A and the adjacent remaining Backyard area.

Indirect Residential Displacement

Indirect (or secondary) residential displacement is the involuntary displacement of residents that can result from a change in socioeconomic conditions created by a project. The Proposed Project would not add or directly displace populations and would not introduce new residents or housing that could affect residential market conditions. A majority of the Proposed Project's uses—including the proposed arena, hotel, office, and retail—are expected to have a regional draw and would not cater exclusively to local residents. The proposed on-site and off-site open space improvements along with the Proposed Project's community space would represent new amenities that cater more directly to local residents' day-to-day needs, but the scale of these proposed improvements is modest such that it would not be expected to substantively affect residential market conditions. Finally, the Proposed Project would not introduce significant adverse environmental effects within residential neighborhoods and therefore would not present conditions that could impede efforts to attract residential investment to the area or create a climate for disinvestment.

Indirect Business Displacement

Similar to indirect residential displacement, indirect business displacement can occur from changes in socioeconomic conditions created by a project. The Proposed Project would result in several changes to the study area's business and economic profile, namely: the introduction of dining and entertainment-oriented retail, luxury outlet retail, an arena, a hotel, and office and community space uses. The assessment finds that the Proposed Project does not present conditions that could lead to indirect business displacement due to increases in property values and rent or due to a climate of disinvestment in the study area and primary trade areas. The Proposed Project would lead to economic and social gains that could make the surrounding communities more vibrant and potentially more attractive to businesses.

The proposed dining and entertainment retail, luxury outlet retail, arena, and hotel would influence consumer expenditure decisions within the local area and within broader trade areas. A detailed analysis was performed to determine whether these new uses could lead to significant adverse impacts from displacement, particularly those resulting from competitive effects that would make it difficult for existing businesses to remain in the study area.

The detailed analysis of potential competitive effects was divided into five sections: (1) delineation of primary trade areas; (2) demographic market factors affecting market potential in primary trade areas; (3) existing business conditions in primary trade areas; (4) the future without the Proposed Project; and (5) the future with the Proposed Project. The analysis considers competition in the following sectors: (a) local retail (dining and entertainment); (b) luxury outlet retail; (c) arenas; (d) and hotels.

For the local retail sector, the competition analysis considers estimated "capture rates" for the primary trade area to help characterize the potential for competitive effects from the Proposed Project. Capture rates are measures of business activity in a trade area and indicate the percentage of consumer expenditures for goods and services that are being "captured" by businesses in the trade area. For the other three sectors analyzed—luxury outlet retail, arenas and the hotel—the detailed competition analysis employed other key metrics and qualitative analyses to assess

impacts on competition. The data for producing capture rates is not available for hotels, nor for niche uses such as luxury outlet retail and arenas.

Overall, the analyses find that the Proposed Project would not significantly affect competition within the primary trade areas in any of the sectors analyzed and that it would, therefore, not have the potential to generate significant adverse changes in neighborhood character due to displacement caused by competition. Summary analysis findings for each sector are presented below.

Local Retail: Dining and Entertainment

When considering local retail sales from the Proposed Project, the projected dining and retail capture rate would be an estimated 52.8 percent (assuming 85,000 gsf of dining and entertainment retail on Site A) and 56.0 percent (assuming 135,000 gsf of dining and entertainment retail on Site A); currently, the capture rate for dining and entertainment in the primary trade area is 47.4 percent. These projected capture rates suggest that the primary trade area has the capacity to absorb the local retail component of the Proposed Project and that there is even room to grow. Qualitatively, there are two factors that allow for this: (1) local retail supply in the primary trade area is currently not sufficient to meet demand; and (2) the type of local retail (dining and entertainment) that is planned for the Proposed Project is different in nature than most of the existing offerings in the area. Although the addition of up to 135,000 gsf of dining and entertaining retail is substantial, its effect on employment and sales trends in the primary trade area is offset by capture rates currently below 50 percent. These capture rates suggest that the local retail component of the Proposed Project would not cause undue pressure from competition leading to economic displacement or other significant adverse impacts in the primary trade area that would cause adverse changes in neighborhood character. On the contrary, the Proposed Project would attract visitors to the area, some of whom would increase demand for local commerce in areas surrounding the Project Sites, including dining and entertainment spending.

Luxury Outlet Retail

The Proposed Project would generate an estimated 638 direct permanent jobs associated with the proposed retail village on Site B. These jobs would represent an increase of 1.3 percent in direct permanent retail trade jobs in the New York City Region (a proxy for the New York-Newark-Jersey City, NY-NJ-PA Metropolitan Statistical Area [MSA]). Even when including the Proposed Project, the growth rate in retail trade jobs would remain slightly below the 1.6 percent increase observed from 2000 to 2016 in the New York City Region. This suggests that with the Proposed Project, the trend in retail employment would still be slightly flatter than in previous years and that the MSA has the capacity to absorb the new luxury outlet retail at the Proposed Project without dramatically altering trends in this sector. This is particularly true because the trends in population, income, and tourism in the MSA are positive and the value offering at the luxury outlet retail component of the Proposed Project would be differentiated from the rest of the market. For the following reasons, the Proposed Project's luxury outlet retail offering would not lead to the displacement of other outlet shopping centers or lead to significant adverse impacts in the MSA: the primary trade area for the luxury outlet retail component of the Proposed Project is the entire MSA; retail trade growth in the MSA is expected to be positive; the concept offered by the luxury outlet retail component would be unique for the primary trade area; and the demand at this development would be supplemented by international destination shoppers. Rather than crowding out commerce in the primary trade area, the draw of the new luxury outlet retail component is expected to have positive spillover effects on the local retail (dining and entertainment) sector beyond the development within the ½-mile study area and the 3-mile primary trade area.

Arenas and Entertainment Venues

The Proposed Project's arena would generate an estimated 587 direct permanent jobs. Adding the 19,000 seats to those calculated under the No Action scenario (43,500) would result in a total increase of 18.6 percent over total current seats in the MSA. This rate of growth in arena/entertainment venue seats is a departure from the overall trend (an average annual rate of growth of 3.4 percent) in the New York City Region in employment in the Arts, Entertainment and Recreation sector, which is a proxy for the arena/entertainment venue sector. Nonetheless, the proposed arena would play a very particular role within the MSA and would not have significant competitive effects with other arenas in the primary trade area, which has a population of approximately 20 million people. As the home of the New York Islanders hockey team, this arena would primarily serve customers in Long Island (approximately 80 percent of arena visitors for hockey are expected to come from Nassau and Suffolk Counties) and most visitors to non-sporting events are expected to travel from a catchment area of a 20-30 minute drive to the arena. Further, as discussed previously, the Arts, Entertainment, and Recreation sector is expected to continue to grow at a rate even greater than that of retail trade. It is thus expected that the MSA would be able to absorb economic activity from the arena and that, like the luxury outlet retail component, the arena would generate positive economic externalities for the surrounding communities.

The Nassau Coliseum and the Barclays Center, as far as sporting events are concerned, are expected to continue operations without major disturbances after the proposed arena opens because the Nassau Coliseum has already shifted away from hockey use and the Barclays Center has not had success as a home for the New York Islanders. As far as non-sporting events are concerned, the Barclays Center would continue to be the premier entertainment venue for the Borough of Brooklyn (with approximately 2.6 million residents), and the Nassau Coliseum would continue to focus on smaller-scale events than those hosted at the Barclays Center and the proposed arena. There are other smaller venues in the area such as Jones Beach Theater and Forest Hills Stadium, but these are both outdoor venues that attract acts that are of a different genre, style, and scale than what would be expected for an indoor arena of the size proposed for the Project Sites; these two smaller venues are also only open in warm weather seasons. Overall, the metro area is considered sufficiently large to comfortably absorb additional non-sporting events from the proposed arena without having a significant impact on the existing venues. The proposed arena would not lead to significant competitive pressures that would jeopardize the viability of other entertainment venues, and therefore would not result in significant adverse impacts due to competition in the MSA.

Hotels

The Proposed Project would include a hotel of approximately 230,000 gsf and up to 250 keys, which would generate an estimated 172 direct permanent FTE jobs. Adding these hotel jobs to those calculated under the No Action scenario (170) would result in an increase of 0.6 percent in direct permanent hotel jobs in Nassau County. Even including the Proposed Project, the growth rate in hotel jobs remains well below the 2.4 percent observed from 2000 to 2016 in Nassau County. This suggests that even in the "Future with the Proposed Project" scenario, the trend in hotel employment would be flatter than in previous years, and that Nassau County would be able to absorb the new hotel at the Proposed Project without dramatically altering trends in this sector. Further, as a full-service hotel primarily serving as a complement to the other commercial uses on the Project Sites (e.g., arena and luxury outlet retail), the hotel would be expected to draw largely from the visitors induced by the Proposed Project. Given its niche role within Nassau County and its immediate vicinity, and the fact that the hotel market in Nassau County is sufficiently robust, the proposed hotel would not be expected to exert competitive pressures in its primary trade area

that would lead to displacement, or to significant impacts that would cause adverse changes in neighborhood character.

HAZARDOUS MATERIALS

The assessment, based on Phase I Environmental Site Assessments and a subsurface investigation, found no evidence of significant contamination of soil, groundwater, or soil vapor. Nevertheless, a variety of measures would be incorporated into the Proposed Project to reduce the potential for exposure to any hazardous materials that may be present. With the incorporation of these measures, the potential for significant adverse effects related to hazardous materials would be avoided.

WATER RESOURCES

The Proposed Actions would not result in significant adverse impacts to water resources. The Proposed Project, including the addition of the electrical substation, would adhere to the relevant requirements and recommendations of the 208 Study, the *2016 New York Standards and Specifications for Erosion and Sediment Control* (the "Blue Book"), the *New York State Stormwater Design Manual* (January 2015), and the State Pollutant Discharge Elimination System (SPDES) general permit requirements.

Sanitary waste generated by the Proposed Project would be disposed of via a connection to the NCDPW sewer system, and transported to the Bay Park Sewage Treatment Plant (STP), which currently has a SPDES permit that requires nitrogen removal prior to discharge to the ocean. Thus, since there is no sanitary discharge to the ground, there would be no impacts to groundwater from sewage disposal. Furthermore, the components of the Proposed Project would be connected to a municipal water purveyor. Therefore, impacts to groundwater at the Project Sites would be negligible. In addition, Phase I and II Environmental Site Assessments (ESAs) prepared by Roux Associates for the Applicant and a Phase I ESA prepared by O'Brien and Gere for NYRA, found no evidence of significant contamination of groundwater. However, a variety of measures would be incorporated into the Proposed Project to reduce the potential for exposure to any hazardous materials in groundwater that may be present.

While the Proposed Project would modify, disturb, or eliminate the man-made water feature on Site A, there would be no impacts to natural water features or wetlands, as no such features are found on the Project Sites or other directly affected areas. The water feature on Site A is an artificial ornamental pond that is fed by the municipal water supply and overflows to the storm sewer system.

Stormwater management systems would be installed during early stages of construction to manage stormwater runoff, and various types of inlet protection would be employed in order to protect the existing and proposed drainage infiltration systems and off-site recharge basins. As noted above, the proposed stormwater management system would be designed based on discussions with Nassau County, and in accordance with the Blue Book and the *New York State Stormwater Manual*. In addition, a formal SWPPP would be prepared and SPDES requirements (including the SPDES General Permit 0-15-002 for Stormwater Runoff During Construction Activities) would be adhered to. After construction begins, the Applicant's contractor would be responsible for maintaining the SWPPP documents, including the erosion and sediment control plans. Regular inspections of erosion controls would be completed throughout the duration of the construction period.

Implementation of the Proposed Project would result in a decrease in impervious surface on Project Sites A and B, resulting in a slight reduction of volume of stormwater runoff. In addition, the Proposed Project's on-site stormwater management infrastructure for Sites A and B would include installation of water quality treatment units upstream of the connection to the Nassau County infrastructure, per requirements set forth by Nassau County and New York State. For the North and East Lots, a system of drywells would provide storage and infiltration to accommodate any increased runoff due to the Proposed Project. On-site stormwater management structures and connections to a County recharge basin would collect and ultimately recharge stormwater to groundwater such that virtually all stormwater runoff from the Project Sites would be contained and infiltrated/recharged, resulting in an improvement over existing conditions. Overall, there would be no significant adverse stormwater impacts as a result of the Proposed Project.

NATURAL RESOURCES

This analysis finds that operation of the Proposed Project would not result in significant adverse impacts to natural resources. The Proposed Project would modify, disturb, or eliminate the man-made water feature on Site A that is fed by the municipal water supply and overflows to the storm sewer system. It is concrete lined on the bottom and the side, does not contain any aquatic vegetation, and does not support fish, amphibians or reptiles.

The majority of the study area consists of low-quality and disturbed ecological communities, including paved parking lots, mowed lawns, and fragmented successional forests, in an urbanized setting that provides limited habitat for birds and other wildlife typical of developed suburban areas.

The Proposed Project would eliminate or modify ecological communities that are of limited value to wildlife (e.g., paved road/path and mowed lawn with trees), and would not result in uses that would further disturb wildlife in the study area. However, the Proposed Project would result in the loss of a number of mature trees that provide habitat for birds and other wildlife typical of developed areas. Landscaping, including the approximately 3.75 acres of landscaped open space on Site B and tree plantings, has the potential to improve habitats for birds and pollinator species, as well as other wildlife within the Project Sites. Therefore, the Proposed Project would not have a significant adverse impact on vegetation and ecological communities. The South Lot, adjacent to the horse stables, would continue to be used for parking as under the existing conditions. The South Lot would be screened from wildlife in the stables area by the landscaped areas along Gate 5 Road just west of the stables. The proposed buildings, where appropriate, would implement measures to reduce daytime bird collisions, and would not be of a sufficient height to impact nighttime migrations.

The NYSDEC Environmental Resource Mapper did not identify the potential for state-listed threatened, endangered, or special concern species within a half-mile of the study area. The US Fish and Wildlife (USFWS) Information, Planning, and Consultation (IPaC) system identified northern long-eared bat (*Myotis septentrionalis*); three bird species, piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*), roseate tern (*Sterna dougallii dougallii*); and two plants, sandplain gerardia (*Agalinis acuta*), and seabeach amaranth (*Amaranthus pumilus*); as federally listed species with the potential to occur within the study area. The study area does not contain suitable habitat for the federally listed bird or plant species. Although the study area possesses limited potential to provide suitable habitat for northern long-eared bats, coordination with USFWS has been initiated to determine whether suitable habitat for long-eared bat is present within the Project Sites. If it is determined that the Project Sites offer suitable habitat for northern long-eared bats, tree removals would be conducted in accordance with the USFWS recommended

conservation measures to minimize potential impacts to this species. If possible, tree clearing would occur outside the April to October active season, but at a minimum would be conducted outside the June 1 to July 31 pup season in order to avoid the potential for significant adverse impacts to that species. Seven state-listed willow oaks (*Quercus phellos*) are within the study area and five of these trees would be removed during construction. Two willow oaks would be preserved. The willow oaks observed were planted within Site B and do not represent a natural population. Because willow oak is a commonly planted tree in Nassau County and the New York City metropolitan area, these trees do not constitute one of the "five or fewer sites or very few remaining individuals" of this species in New York State as is intended by the New York Natural Heritage Program (NYNHP) "S1" rank. Therefore, the removal of these trees would not be considered a significant adverse impact to protected willow oak populations.

TRANSPORTATION

LOCAL STREET NETWORK

Overall, the Proposed Project would generate a total of 832 primary vehicle trips (670 "ins" and 162 "outs") during the weekday AM peak hour, 4,261 vehicle trips (3,810 "ins" and 451 "outs") during the weekday PM peak hour, 4,075 vehicle trips (798 "ins" and 3,277 "outs") during the Saturday Midday peak hour, 4,384 vehicle trips (3,758 "ins" and 626 "outs") during the Saturday PM peak hour, and 4,496 vehicle trips (240 "ins" and 4,256 "outs") during the Saturday night peak hour. Of the 38 intersections analyzed, the Proposed Project would result in significant adverse traffic impacts at five intersections during the weekday AM peak hour, six intersections during the weekday PM peak hour, nine intersections during the Saturday Midday peak hour, six intersections during the Saturday PM peak hour, and three intersections during the Saturday night peak hour.

HIGHWAY NETWORK

Of the 37 highway segments analyzed on the northbound and southbound Cross Island Parkway between the Southern State Parkway and Jamaica Avenue, the Proposed Project would result in significant adverse traffic impacts to six highway segments during the weekday AM peak hour, 15 highway segments during the weekday PM peak hour, 24 highway segments during the Saturday Midday peak hour, 22 highway segments during the Saturday PM peak hour, and 21 highway segments during the Saturday night peak hour.

Of the five merge and weaving segments analyzed at the interchanges of the Cross Island Parkway with the Long Island Expressway and Grand Central Parkway, the Proposed Project would result in significant adverse traffic impacts at one weaving segment during the Saturday Midday peak hour and two merge segments during the Saturday PM peak hour.

LIRR SERVICE

On days with scheduled events at the proposed arena, it is anticipated that the LIRR would provide two round trip trains between Jamaica Station and Belmont Park Station, with eastbound trains arriving at Belmont Park prior to the start of the event and westbound trains departing from Belmont Park following the conclusion of the event, which could accommodate the projected number of passengers that would use the LIRR, which would be expected to be used by up to 2,280 and 1,330 arena patrons arriving for weekday and Saturday events, respectively. It is unlikely that the Proposed Action would result in any impacts to platforms, stairways, or ramps at Belmont Park Station.

BUS SERVICE

It is likely that the Proposed Project would result in a significant adverse impact to NICE and MTA bus routes during time periods before and after arena events, requiring some increases in bus service to accommodate bus rider trips made by arena patrons. Bus operators normally adjust their service based on ridership and market demand and it is anticipated that such increases in service would be coordinated with NYAP as part of the transportation management plan for the arena.

PARKING

The Project Sites would include a total of 1,900 parking spaces in new structured parking beneath the retail village and within and below the hotel's podium. During times of high attendance arena events and/or peak shopping periods, approximately 6,312 additional parking spaces on the North, South, and East Lots would be made available to NYAP through a shared parking agreement with the FOB and NYRA. The peak parking demand for the Proposed Project would occur during times of arena events when there would be demand from both arena employees and patrons as well as retail shoppers and other visitors. The Proposed Project would generate its maximum parking demand of 6,846 spaces on a weekday evening with a concert at the arena, which could be accommodated by the parking provided on the Project Sites and the North, South, and East Lots. The analysis of parking conditions also considered the combined parking demand of the Proposed Project with live daytime racing at Belmont Park. The maximum combined parking demand of the Proposed Project and Belmont Park would occur during the Saturday Midday period (a demand of 7,541 spaces), which could be accommodated by the parking provided on the Project Sites and the North, South, and East Lots.

PEDESTRIAN CIRCULATION

The Proposed Project would provide pedestrian connectivity between the parking facilities and public transportation services with the arena, retail, hotel, office, and community space uses. During arena events and/or peak shopping periods, shuttle buses would be provided to transport attendees between the North and East Lots and the arena, or between the South and East Lots and the retail village, so that patrons would not have to walk unreasonable distances. The Proposed Project would provide one or more grade-separated pedestrian connections providing access between the portions of the Project Sites located on the north and south sides of Hempstead Turnpike and would not introduce at-grade crossings of this roadway adjacent to the Project Sites.

VEHICULAR AND PEDESTRIAN SAFETY

A crash analysis performed for the roadway segments and intersections analyzed in Nassau County revealed crash patterns that are consistent with what would be anticipated on roadway segments and intersections similar to those studied. Although the Proposed Project would result in an increase in traffic volumes on the roadways in the local street network and at intersections within the study area, it is not anticipated that the project-generated traffic volumes would unduly influence the rate of accident occurrence. In addition, roadway improvements planned by NYSDOT have the potential to enhance traffic and pedestrian safety.

A review of crash data for the traffic study area intersections in Queens for the most recent three-year period for which data were available identified one intersection—Hempstead Avenue and Springfield Boulevard—as a high-crash location. This intersection would experience modest increases in conflicting turning volumes in the analyzed peak hours as a result of the Proposed Actions and is categorized as a priority intersection as part of New York City's Vision Zero

initiatives, and it also lies on Hempstead Avenue, which is categorized as a priority corridor. As part of its Vision Zero initiatives, the City will explore additional measures for potential implementation at this high-crash location to enhance traffic and pedestrian safety.

AIR QUALITY

The screening analysis determined that none of the Proposed Project-affected intersections would require a detailed microscale air quality analysis. The analysis of the proposed parking facilities determined that the emissions from vehicles using the facilities would not result in any significant adverse air quality impacts.

Based on stationary source dispersion modeling, there would not be any potential significant adverse air quality impacts from emission of nitrogen dioxide and particulate matter from the proposed heat and hot water systems for the Proposed Project.

NOISE

In the future with the Proposed Actions, maximum predicted noise level increases would not exceed thresholds established for determining significant adverse impacts according to applicable noise evaluation guidance. Additionally, the Proposed Project would not result in total future noise levels at any surrounding residential properties that would exceed the threshold recommended by NYSDEC for residential use. Consequently, operation of the Proposed Project would not result in a significant adverse noise impact at any of these receptors.

Future noise exposure levels at the proposed hotel would slightly exceed the threshold recommended by NYSDEC for residential use. However, the hotel would be constructed to provide a sufficient façade noise attenuation to ensure interior noise levels are below 45 dBA, which is generally regarded as acceptable for areas where people would sleep.[10] Consequently, the predicted noise levels at the proposed hotel would not constitute a significant adverse noise impact.

CLIMATE CHANGE

The building energy use and vehicle use associated with the Proposed Project would result in up to approximately 158 thousand metric tons of carbon dioxide equivalent (CO_2e) emissions per year.

The *Climate Smart Communities Pledge* includes five elements by which a project's consistency is evaluated: (1) Decrease community energy use; (2) Increase community use of renewable energy; (3) Realize benefits of recycling and other climate-smart solid waste management practices; (4) Reduce greenhouse gas emissions through use of climate-smart land use tools; and (5) Enhance community resilience and prepare for the effects of climate change.

The Applicant is currently evaluating specific energy efficiency measures and design elements that may be implemented, and is seeking to achieve certification under the LEED for Building Design and Construction rating system, version 4. The Applicant is committed at a minimum to achieve the prerequisite energy efficiency requirements under LEED and would likely exceed them. To qualify for LEED, the Proposed Project would be required to exceed the energy requirements of New York State's Energy Conservation Construction Code (currently the same as ASHRAE 90.1-2013), resulting in energy expenditure lower than a baseline building designed

[10] https://www.hudexchange.info/onecpd/assets/File/Noise-Guidebook-Chapter-2.pdf

to meet but not exceed the minimum building code requirements by approximately 12 to 20 percent for new construction. Furthermore, additional energy savings would likely be achieved via guidance for tenant build-out, which would control much of the building's energy use and efficiency, but those are unknown at this time. The Proposed Project's commitment to building energy efficiency, exceeding the energy code requirements, would ensure consistency with the decreased energy use goal defined in the *Climate Smart Communities Pledge* as part of the Town's greenhouse gas (GHG) reduction goal.

The Proposed Project would also support the other GHG goals by virtue of its proximity to public transportation, reliance on natural gas, commitment to construction air quality controls, and the fact that as a matter of course, construction in the New York City metropolitan region uses recycled steel and includes cement replacements. All of these factors demonstrate that the proposed development supports the GHG reduction goal.

Therefore, based on the commitment to energy efficiency and by virtue of location and nature, the Proposed Project would be consistent with the Town's emissions reduction goals, as defined in the *Climate Smart Communities Pledge*.

Since the Proposed Project would be located outside of the potential future flood zones as projected by New York State, all components of the Proposed Project would be located well above flood elevations out to 2100 and beyond. A stormwater analysis was performed for the Proposed Project (see Chapter 9, "Water Resources"), and found that infrastructure for the Proposed Project would be able to accommodate peak precipitation under future conditions, and implementation of the Proposed Project would not have a significant adverse impact on on-site or off-site stormwater management facilities, stormwater runoff on surrounding communities, and would not exacerbate local flooding conditions during severe precipitation events.

CONSTRUCTION

Construction associated with the Proposed Actions—as is the case with most construction projects—would result in temporary disruptions within the surrounding area. As described below, the Proposed Actions' construction activities would result in significant, albeit temporary, adverse transportation and noise impacts. For all other technical areas, construction activities associated with the Proposed Actions would not result in significant adverse impacts. Findings specific to each of the key technical areas are summarized below.

TRANSPORTATION

During construction activities, traffic to the Project Sites and other directly affected areas (North, South, and East Lots and the proposed electrical substation) would be generated by construction workers and trucks traveling to and from the construction sites. The results of a detailed traffic analysis show that construction activities associated with the Proposed Actions during the projected peak quarter of construction would result in significant adverse traffic impacts at three intersections out of the eight intersections analyzed during the 6:00 AM to 7:00 AM peak hour. Measures to address these impacts are described in Chapter 17, "Mitigation."

Temporary lane and/or sidewalk closures may be required along Hempstead Turnpike adjacent to the Project Sites to facilitate construction of one or more grade-separated connections between Sites A and B, utility connections and sidewalk improvement. The placement of the spans for a pedestrian bridge across the Hempstead Turnpike would be anticipated to require limited full lane closures in both directions; these closures would likely occur during the night. In these instances

of temporary lane closures, Work Zone Traffic Control (WZTC) plans would be implemented to ensure minimum disruption to traffic or pedestrian flow.

It is anticipated that the projected number of peak hour bus trips (including transfers that would be made to/from subways or the LIRR) made by construction workers during the peak period of construction could be accommodated by existing bus routes that serve the Project Sites and are not expected to have significant adverse impacts to transit.

The parking demand associated with construction workers commuting via private autos would be accommodated by parking spaces provided on the Project Sites and/or the North, South, and East Lots throughout the duration of construction activities. It is anticipated that parking demand for Racetrack attendees and staff/vendors on Belmont Stakes day in 2019 could be accommodated by the supply of on-site parking at Belmont Park Racetrack. During the running of Belmont Stakes in 2020 and 2021, when both Sites A and B would be under construction, it is expected that parking for Racetrack attendees could be accommodated on-site, but vendors and staff may need to park at an off-site location and be bused to Belmont Park. Throughout the duration of construction activities, it is anticipated that parking demand associated with Racetrack patrons on other days of the Spring and Fall Meets could be accommodated on-site. No significant adverse impacts to parking are expected.

AIR QUALITY

A mandatory emissions reduction program would be implemented for the Proposed Project to minimize the air quality effects of construction activities on the surrounding community. Measures would include, to the extent practicable, dust suppression measures, use of ultra-low sulfur diesel (ULSD) fuel, idling restrictions, use of electrical equipment instead of diesel equipment, best available technologies, and the utilization of newer equipment. With these measures in place, and given the temporary nature of the construction activities, construction activities associated with the Proposed Actions would not result in any significant adverse air quality impacts.

NOISE AND VIBRATION

A quantified construction noise analysis was performed to assess the potential for significant adverse noise impacts during construction of the Proposed Project. The analysis considered the "worst-case" scenario (i.e., the conditions that would have the potential for producing the maximum noise levels) for construction at each of the Proposed Project construction sites (including construction activities on Project Sites A and B and other directly affected areas) and considered the effects of construction activities and construction equipment operated on the Proposed Project construction sites combined with the noise related to construction-generated trucks on roadways.

Construction of the Proposed Project would be expected to result in elevated noise levels at nearby receptors, and noise due to construction would at times be noticeable and potentially intrusive. While construction noise may be readily noticeable at times, noise levels during even the worst-case construction activity would be considered acceptable for sensitive uses by NYSDEC at most nearby receptors. At the Floral Park Bellerose School's athletic field north of the North Lot, while construction noise may be readily noticeable and intrusive at times, the duration of construction would be limited, and the use of this open space is primarily for active recreation (e.g., sports, physical education, recess), which is less sensitive to noise than a purely passive open space would be. Consequently, construction of the Proposed Project would not result in any significant noise impacts at this receptor. At residential locations immediately adjacent to Site B, worst-case construction noise levels were predicted to experience noise level increases greater than 10 dBA, which exceeds the acceptable criteria for residential uses provided by NYSDEC. As a result of the

construction noise levels that would occur at these receptors over an extended duration, residences along Huntley Road, both sides of Wellington Road between Hempstead Turnpike and 109th Avenue, and the west side of Wellington Road between 109th Avenue and Hathaway Avenue would have the potential to experience significant adverse construction noise impacts for approximately 20 months during Proposed Project construction. Though maximum noise levels could impact horses and impulsive and short-duration noise has the potential to elicit startle reactions, the main Racetrack is anticipated to be closed from approximately mid-2019 to April 2020. This closure period largely overlaps with the heavy construction activities planned for arena construction, reducing the potential for adverse noise impacts on horses. When construction activities overlap with horse training, the Applicant and construction team would coordinate with the horse training operators to adjust construction means, methods, and scheduling whenever possible to reduce the potential for adverse noise impacts.

At the Belmont Park Dormitories located along the western edge of the stable area near the Gate 5 Road, worst-case construction noise levels would result in increases over existing noise levels of approximately 14 dBA, which exceeds the acceptable criteria for residential uses provided by NYSDEC. As a result of the construction noise levels that would occur at these receptors, dormitories along the western edge of the stable area near Gate 5 Road would have the potential to experience significant adverse construction noise impacts for approximately 5 months during Proposed Project construction. At the Belmont Park Dormitories located along the northwestern edge of the stable area near the Training Track, worst-case construction noise levels would result in increases over existing noise levels of approximately 15 dBA, which exceeds the acceptable criteria for residential uses provided by NYSDEC. As a result of the construction noise levels that would occur at these receptors, dormitories along the northwestern edge of the stable area near the Training Track would have the potential to experience significant adverse construction noise impacts for approximately 5 months during Proposed Project construction.

Vibrations from demolition, excavation, and foundation work for the Proposed Project would be expected to be imperceptible and would not have the potential to result in architectural or structural damage to even a structure extremely susceptible to damage from vibration. Therefore, vibrations from the Proposed Project would not have the potential to result in a significant adverse impact at any surrounding receptors.

NATURAL RESOURCES

Construction of the Proposed Project would not result in significant adverse impacts to vegetation and ecological communities, wildlife, or threatened or endangered species. The vegetation and ecological communities within Site A, Site B, the South Lot, the North Lot, the East Lot and the Belmont electrical substation, are limited to mowed lawns with trees, mowed lawn, paved road/path communities, and construction/road maintenance spoils, and successional southern hardwood forests. Approximately 124 trees would be removed from Site A and 66 trees would be removed from Site B. A minimal number of trees would be removed from the North Lot, South Lot, and proposed electrical substation area. No trees would be removed from the East Lot. Erosion and sediment control measures implemented in accordance with the SWPPP developed in accordance with NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity (Permit Number GP-0-15-002), and tree protection measures implemented prior to construction, would minimize potential impacts to trees and ecological communities outside the area of construction disturbance.

Construction of the Proposed Project would not have significant adverse impacts to wildlife at either the individual or population level. The habitats that would be lost due to clearing activities

are common within the vicinity of the study area. Wildlife displaced due to clearing, or by noise and increased human activity associated with construction, would have the potential to relocate to similar habitat near the study area, and the potential loss of some disturbance-tolerant wildlife would not result in significant adverse impacts to populations of these species commonly found within developed areas of Long Island. The man-made water feature in Site A does not support fish, aquatic reptiles or amphibians, but may support some aquatic invertebrates (e.g., aquatic insects). The loss of this small area of aquatic habitat for aquatic invertebrates would not result in significant adverse impacts to populations of these insects or wildlife that may prey on them.

The removal of seven planted willow oaks—a commonly planted tree in Nassau County and New York City—would not be considered a significant adverse impact to protected willow oak populations and would not be considered a significant adverse impact to naturally occurring, willow oak populations. Although the study area possesses limited potential to provide suitable habitat for northern long-eared bats, coordination with the USFWS has been initiated to determine whether suitable habitat for long-eared bat is present within the Project Sites and whether the 4(d) rules applies. If it is determined that the Project Sites offer suitable habitat for northern long-eared bats, tree removals would be conducted in accordance with the 4(d) rule issued by the USFWS to minimize potential impacts to this species. If possible, tree clearing would occur outside the April to October active season, but at a minimum would be conducted outside the June 1 to July 31 pup season in order to avoid significant adverse impacts to that species. Therefore, construction of the Proposed Project would not have significant adverse impacts to threatened, endangered, and special concern species and significant natural communities.

ALTERNATIVES

NO ACTION ALTERNATIVE

Consideration of the No Action Alternative is mandated by SEQRA and is intended to provide the lead and involved agencies with an assessment of the expected environmental impacts of no action on their part. No changes in use are anticipated for the Project Sites under the No Action Alternative. Site A would continue to be used for parking related to Belmont Park Racetrack and its associated activities and events, as well as for staging special events. Site B would continue to be used for parking related to Belmont Park Racetrack and its associated activities and events, and for vehicle storage. The other directly affected areas (including the North, South and East Lots and the area of the proposed electrical substation) would continue in their current conditions.

The significant adverse impacts anticipated for the Proposed Project would not occur with the No Action Alternative. Specifically, traffic, bus service, parking (potential), and construction-period traffic and noise impacts identified for the Proposed Project would not occur under the No Action Alternative. However, the No Action Alternative would not meet the State's development objectives for the Project Sites. Specifically, it would not create a gateway to Long Island by creating a striking new presence for Elmont, transforming the current vacant and underutilized space on the Project Sites to the benefit of the community. It would not create a premier destination by providing a year-round retail village, office space, community space, hotel, and arena, all of which would complement Belmont Park, enhancing economic benefit in comparison with the current underutilized character of the Project Sites. The No Action Alternative would not create approximately 3,000 permanent jobs and over 10,000 temporary construction jobs, including direct and indirect jobs. It would not provide a new and permanent home for the New York Islanders; the Proposed Project's new arena is expected to attract a wide audience of new and existing fans. Overall, unlike the Proposed Project, the No Action Alternative would not benefit the local community by providing new entertainment offerings, retail, hospitality, community

space, on- and off-site open space improvements, and substantial employment opportunities that can be locally accessed by adjacent communities.

NO UNMITIGATED IMPACT ALTERNATIVE

This alternative considers development that would not result in any identified significant adverse impacts that could not be fully mitigated. The DEIS analyses identified significant adverse traffic and construction noise impacts for which there are no practicable mitigation measures.

Because of existing congestion and physical constraints at the intersection of Hempstead Avenue at Springfield Boulevard, even a minimal increase in project-generated traffic would trigger a significant adverse traffic impact that could not be fully mitigated. Thus, no reasonable alternative could be developed to completely avoid unmitigated traffic impacts without substantially compromising the stated goals of the Proposed Actions. Additionally, any development on Project Site B that would require excavation and foundation construction would have the potential to result in unmitigated significant adverse construction noise impacts. To eliminate all unmitigated significant adverse impacts, the Proposed Project would have to be reduced in size or modified to a point where it would not meet the State's development objectives for the Project Sites. Accordingly, there is no viable unmitigated impact alternative.

NO ARENA ALTERNATIVE

This alternative represents a smaller-scaled project that would develop the elements of the Proposed Project but without an arena on Project Site A. Site A would be developed with the same hotel, office, "experiential" retail and food and beverage uses, community space, and open space as the Proposed Project.

Like the Proposed Actions, the No Arena Alternative would not result in significant adverse impacts with respect to: land use, zoning, and community character; community facilities and utilities; open space and recreational resources; historic and cultural resources; visual resources; socioeconomic conditions; hazardous materials; water resources; natural resources; LIRR service; pedestrian circulation; air quality; and noise.

The No Arena Alternative would eliminate the impact to bus service that would occur with the Proposed Project. With respect to operational traffic and construction traffic and noise, the No Arena Alternative may lessen, but not eliminate those impacts. While both the No Arena Alternative and Proposed Project would result in unmitigated traffic and construction noise impacts, one of the two unmitigated impacts to the local street network would be eliminated under the No Arena Alternative.

The overarching goals of the State for the Belmont Park property are to foster economic development and increase activity at Belmont Park with uses that are compatible with the Racetrack and the surrounding neighborhoods. The proposed new uses under the No Arena Alternative would activate sites that are used only on a sporadic basis over the course of a year, but to a lesser extent than the Proposed Project. While this alternative would transform the current vacant and underutilized space on the Project Sites with new uses, without an arena, it would be less of a premier destination for entertainment, sports, hospitality, and retail uses that are complimentary to the existing Belmont Park Racetrack. It also would not provide a new and permanent home for the New York Islanders; the Proposed Project's new arena is expected to attract a wide audience of new and existing fans. The No Arena Alternative would not create as many permanent and temporary construction jobs as the Proposed Project. In addition, this alternative would not realize any of the other economic benefits associated with construction and

operation of a multi-purpose arena serving as a professional hockey venue, and hosting major concerts, college sports, conferences, and family events. Overall, this alternative would not substantially avoid or reduce project-related significant adverse impacts, and would be less effective in meeting the State's development objectives for the Project Sites.

ALTERNATE SITE PLAN ALTERNATIVE

At the time of the issuance of the Draft Scope for the DEIS, two site plan options were under consideration for the Project Sites: Site Plan Options 1 and 2. The primary difference between the two options was the allocation of the proposed retail uses across Sites A and B. Site Plan Option 1 would locate all of the proposed retail uses on Site A with the proposed arena, hotel, and office uses, while Site Plan Option 2 would locate the proposed retail village on Site B. Site Plan Option 2 was selected as the preferred site plan, and it is the basis for the Proposed Project. This Alternate Site Plan Alternative reflects Site Plan Option 1.

Like the Proposed Actions, the Alternate Site Plan Alternative would not result in significant adverse impacts with respect to: land use, zoning, and community character; community facilities and utilities; open space and recreational resources; historic and cultural resources; visual resources; socioeconomic conditions; hazardous materials; water resources; natural resources; LIRR service; pedestrian circulation; air quality; and noise.

Like the Proposed Project, the Alternate Site Plan Alternative would result in significant adverse operational traffic and bus service impacts, as well as significant adverse construction traffic and noise impacts. As the Alternate Site Plan Alternative would have the same program as the Proposed Project, it would have similar traffic and bus impacts, with minor differences accounting for variations in travel patterns and directionality of trips in the immediate vicinity of the Project Sites. It is expected that the same unmitigated adverse traffic impacts would occur under this alternative.

With respect to construction noise, the Alternate Site Plan Alternative would eliminate the significant adverse construction noise impact at Wellington Road (west side, between 109th Avenue and Hathaway Avenue) that would occur with the Proposed Project. Other residences immediately adjacent to Site B would experience significant adverse noise effects of a similar magnitude but for a shorter duration compared with the Proposed Project.

The Alternate Site Plan Alternative would meet the State's development objectives for Project Site A, but less so for Project Site B. Similar to the Proposed Project, this alternative would transform Site A, an underutilized site, into a vibrant, year-round operating and accessible mixed-use development that would be compatible with the surrounding area. The Alternate Site Plan Alternative would develop Site B with less intensive uses than with the Proposed Project, and these would also be compatible with the surrounding area. However, with Site B developed primarily with parking and open space uses, this alternative would not generate comparable levels of vibrancy and economic activity south of Hempstead Turnpike. Additionally, the Applicant is confident that the Proposed Project's layout would better maximize the economic potential of the Project Sites as compared to this alternative. Overall, this alternative would not substantially avoid or reduce project-related significant adverse impacts, and would be less effective in meeting the State's development objectives for the Project Sites.

MITIGATION

TRANSPORTATION

The Proposed Project would result in significant adverse impacts on the local street network, the highway network, and bus service, as well as potential impacts to parking. Significant adverse impacts on LIRR service, pedestrian circulation and vehicular and pedestrian safety were not identified. An extensive set of proposed mitigation measures have been developed to address these impacts consisting of standard traffic engineering improvements, adjustments to bus service, and the implementation of a comprehensive Transportation Management Plan (TMP). The TMP would include a combination of transportation demand management measures (e.g., carpooling and incentives to use transit) and operational strategies (e.g., management of parking facility utilization and communication of event-day transportation conditions) with the goal of reducing the volume of project-generated vehicular traffic overall and redistributing vehicular traffic away from the peak arrival and departure hours for arena events, and from critical highway segments. The TMP would be implemented from the opening of the arena and then reviewed and refined on a regular basis, enabling continued improvement and adaptation to reflect actual conditions. A traffic monitoring program during Proposed Project operations would be undertaken to identify the most effective transportation demand measures and operational strategies for minimizing impacts to the maximum extent feasible. The TMP would identify actions needed for different days of the year, and for different types and sizes of events. The TMP would serve as an integral component of Proposed Project operations and it would be included in the environmental commitments that will be imposed on the Applicant.

Traffic

Local Street Network

Of the 38 intersections analyzed on the local street network, the Proposed Project would result in significant adverse traffic impacts at five intersections during the weekday AM peak hour, six intersections during the weekday PM peak hour, nine intersections during the Saturday Midday peak hour, six intersections during the Saturday PM peak hour, and three intersections during the Saturday night peak hour.

The mitigation analyses presented in this chapter indicate that the vast majority of the aforementioned intersections with significant adverse traffic impacts could be fully mitigated via implementation of standard traffic engineering improvements such as: the installation of new traffic signals at currently unsignalized intersections, modification of signal phasing and timing at currently signalized intersections, deployment of traffic enforcement agents (TEAs) before or after arena events, implementation of turn prohibitions where needed, geometric improvements at specific intersections to provide improved channelization, lane re-striping, and/or new lane designations. With such measures, significant adverse traffic impacts would be fully mitigated at all but two traffic movements at one intersection during the weekday AM peak hour, and one traffic movement at one intersection during the Saturday Midday peak hour. Between the DEIS and Final Environmental Impact Statement (FEIS), the feasibility of other mitigation measures may be explored to further address the identified impacts. In the absence of the application of additional mitigation measures, the impacts at those two intersections would remain unmitigated.

Implementation of the recommended traffic engineering improvements is subject to review and approval by NYSDOT, the Nassau County Department of Public Works, or NYCDOT, depending upon the location of the intersection. If any of these measures are deemed infeasible and no

alternative mitigation measures can be identified at a particular location, then the identified significant adverse traffic impacts at such location would be unmitigated.

It is acknowledged that certain routes in the vicinity of the traffic study area may be susceptible to traffic diversions by drivers using mobile navigation apps with real-time traffic data (e.g., Google Maps or Waze) to avoid congestion, or by other motorists with a high degree of familiarity with the local street network. As discussed below, as part of the Proposed Project, a comprehensive TMP would be developed that would include a traffic monitoring program that could be used to determine the extent to which traffic diversions may occur as a result of traffic congestion caused by project-generated vehicle trips. If it is determined that such traffic diversions are occurring on a recurrent basis at unacceptable levels, potential mitigation measures to address such impacts could involve refinements to the TMP (such as managing the distribution of traffic among the site entrances using event-related signage, pre-sold parking permits by location, and/or by allowing the operator to integrate parking facility information into a navigational app) and/or other strategies such as the implementation of signage, turn restrictions, or traffic calming measures along routes susceptible to traffic diversions.

Highway Network

Of the 37 highway segments analyzed on the northbound and southbound Cross Island Parkway between the Southern State Parkway and Jamaica Avenue, the Proposed Project would result in significant adverse traffic impacts to six highway segments during the weekday AM peak hour, 15 highway segments during the weekday PM peak hour, 24 highway segments during the Saturday Midday peak hour, 22 highway segments during the Saturday PM peak hour, and 21 highway segments during the Saturday night peak hour. Of the five merge and weaving segments analyzed at the interchanges of the Cross Island Parkway with the Long Island Expressway and Grand Central Parkway, the Proposed Project would result in significant adverse traffic impacts at one weaving segment during the Saturday Midday peak hour and two merge segments during the Saturday PM peak hour.

The identification of significant adverse impacts on the highway network is not unusual for projects of this scale. Many of these highway segments operate at congested or near-congested conditions in at least one direction during some of those peak periods under existing conditions; the Cross Island Parkway is in immediate proximity to the Project Sites, and it is projected to be used by approximately 85 percent of those driving to the Proposed Project. Widening of the Cross Island Parkway is neither practical nor reasonably feasible, and has been precluded as an option. However, there is a series of transportation demand management measures and operational strategies comprising a comprehensive TMP that can be effective in both reducing and managing traffic demand along key segments of the Cross Island Parkway and other regional highways linking to the Cross Island Parkway as well as the local street network. Even with these strategies in place, it is expected that there would still be some highway segments where the TMP would not be sufficient to fully mitigate significant adverse traffic impacts. However, as discussed above, the TMP would, if necessary, be refined during the Proposed Project's operations as real-time information becomes available through future monitoring of traffic conditions during events.

The traffic analyses for the 2021 With Action condition use a conservative approach in that they have assessed scenarios with sold-out arena events, along with trips associated with the retail village and other project uses, and daytime racing at Belmont Park with no reductions to project-generated trips associated with non-arena uses or levels of background traffic. As such, the With Action analyses represent worst-case scenarios and may not be indicative of what would typically occur during most days over the course of the year.

Bus Service

It is likely that the Proposed Project would result in a significant adverse impact to NICE and MTA bus routes during time periods before and after arena events, requiring some increases in bus service to accommodate bus rider trips made by arena patrons. Bus operators normally adjust their service based on ridership and market demand and it is anticipated that such increases in service would be coordinated with NYAP as part of the TMP for the arena. Absent the implementation of increased frequency of bus service before and after arena events, which would fully mitigate the significant adverse impact, the identified significant adverse impact to bus service would be unmitigated.

Parking

Although the parking demand for the Proposed Project and the combined parking demand for the Proposed Project and Belmont Park could be accommodated on-site, it is acknowledged that there is a possibility that some attendees may attempt to park for free in the surrounding neighborhoods and walk to the arena. As part of the TMP, a traffic monitoring program would be developed that would include surveys of on-street parking spaces in the surrounding residential neighborhoods during different types of events and on non-event days. If it is determined that project-generated vehicles are parking off-site in the surrounding neighborhoods on a recurrent basis, NYAP would coordinate with stakeholders including local municipalities, to monitor parking conditions and prevent these areas from being impacted by parking demand generated by arena events. Potential mitigation measures to address such impacts could include strict enforcement of existing parking regulations by ticketing and/or towing illegally parked vehicles, or by implementing new parking regulations on streets in the surrounding areas.

CONSTRUCTION

Transportation

Construction activities associated with the Proposed Actions during the projected peak quarter of construction would result in significant adverse traffic impacts at three intersections during the 6:00 AM – 7:00 AM peak hour. Implementation of traffic engineering improvements such as the installation of new traffic signals at currently unsignalized intersections and modification of signal phasing and timing at currently signalized intersections would provide mitigation for all of the anticipated significant adverse traffic impacts at those locations. Implementation of the recommended traffic engineering improvements for these intersections, all of which are located within Queens, is subject to review and approval by NYCDOT. In the absence of the application of traffic mitigation measures during construction, these construction-period impacts would remain unmitigated or partially unmitigated.

Noise

Construction of the Proposed Project would have the potential to result in significant adverse construction noise impacts at residential locations immediately adjacent to Site B and certain Belmont Park Dormitories. As a result of the construction noise levels that would occur at these locations over an extended duration, residences along Huntley Road, both sides of Wellington Road between Hempstead Turnpike and 109th Avenue, the west side of Wellington Road between 109th Avenue and Hathaway Avenue, and the north side of Hathaway Avenue west of Wellington Road would have the potential to experience significant adverse construction noise impacts. As a result of the construction noise that would occur at these locations over an extended duration, Belmont Park Dormitories located along the western edge of the stable area and along the

northwestern edge of the stable area near the Training Track would have the potential to experience significant adverse construction noise impacts.

For residences and dormitories that do not have insulated glass windows, the Applicant would offer to provide and install laminated glass storm windows or replacement insulated glass windows for each room that has a window that faces the construction noise source. For residences and dormitories that do not have alternate means of ventilation (i.e., air conditioning), the Applicant would offer to provide and install one through-window air conditioning unit for each room that has a window that faces the construction noise source to allow for the maintenance of a closed-window condition. A survey and in-field verification would be undertaken to confirm which residences and dormitories would be eligible for this mitigation. With the provision of such measures, the façades of these buildings would be expected to provide approximately 25 dBA window/wall attenuation. Therefore, interior noise levels would be reduced to less than the 45 dBA threshold recommended for residential use during worst case construction activity. Consequently, construction noise impacts at these receptors would be fully mitigated.

For the outdoor spaces (e.g., yards, decks) of the residences adjacent to Site B, there would be no feasible or practicable measures to mitigate the construction noise impacts. However, outdoor spaces could still be used without the effects of construction noise outside of the hours that construction would occur, i.e., during the late afternoon, night time, and on most weekends.

UNAVOIDABLE IMPACTS

TRANSPORTATION

The Proposed Project would result in significant adverse impacts on the local street network, the highway network, and bus service, as well as potential impacts to parking. An extensive set of proposed mitigation measures have been developed to address these impacts, consisting of standard traffic engineering improvements, adjustments to bus service, and the implementation of a comprehensive TMP.

Local Street Network

Of the 38 intersections analyzed on the local street network, the Proposed Project would result in significant adverse traffic impacts at five intersections during the weekday AM peak hour, six intersections during the weekday PM peak hour, nine intersections during the Saturday Midday peak hour, six intersections during the Saturday PM peak hour, and three intersections during the Saturday night peak hour. The mitigation analyses indicate that the vast majority of the intersections with significant adverse traffic impacts could be fully mitigated via implementation of standard traffic engineering improvements such as: the installation of new traffic signals at currently unsignalized intersections; modification of signal phasing and timing at currently signalized intersections; deployment of traffic enforcement agents (TEAs) before or after arena events, implementation of turn prohibitions where needed; geometric improvements at specific intersections to provide improved channelization; lane re-striping; and/or new lane designations. With such measures, significant adverse traffic impacts would be fully mitigated at all but two traffic movements at one intersection during the weekday AM peak hour, and one traffic movement at one intersection during the Saturday Midday peak hour.

Between the DEIS and FEIS, the feasibility of other mitigation measures may be explored to further address the identified impacts. In the absence of the application of additional mitigation measures, the impacts at those two intersections would not be considered fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that would meet the

State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, these impacts would be unavoidable.

Highway Network

Of the 37 highway segments analyzed on the northbound and southbound Cross Island Parkway between the Southern State Parkway and Jamaica Avenue, the Proposed Project would result in significant adverse traffic impacts to six highway segments during the weekday AM peak hour, 15 highway segments during the weekday PM peak hour, 24 highway segments during the Saturday Midday peak hour, 22 highway segments during the Saturday PM peak hour, and 21 highway segments during the Saturday night peak hour. Of the five merge and weaving segments analyzed at the interchanges of the Cross Island Parkway with the Long Island Expressway and Grand Central Parkway, the Proposed Project would result in significant adverse traffic impacts at one weaving segment during the Saturday Midday peak hour and two merge segments during the Saturday PM peak hour.

The identification of significant adverse impacts on the highway network is not unusual for projects of this scale. Many of these highway segments operate at congested or near-congested conditions in at least one direction during some of those peak periods under existing conditions; the Cross Island Parkway is in immediate proximity to the Project Sites, and it is projected to be used by approximately 85 percent of those driving to the Proposed Project. Widening of the Cross Island Parkway is neither practical nor reasonably feasible, and has been precluded as an option. However, there is a series of transportation demand management measures and operational strategies comprising a comprehensive TMP that can be effective in both reducing and managing traffic demand along key segments of the Cross Island Parkway and other regional highways linking to the Cross Island Parkway as well as the local street network. Even with these strategies in place, it is expected that there would still be some highway segments where the TMP would not be sufficient to fully mitigate significant adverse traffic impacts. In the absence of the application of mitigation measures, the impacts would be not be considered fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that would meet the State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, these impacts would be unavoidable.

CONSTRUCTION NOISE

Construction of the Proposed Project would have the potential to result in significant adverse construction noise impacts at residential locations immediately adjacent to Site B. As a result of the construction noise levels that would occur at these locations over an extended duration, residences along Huntley Road, both sides of Wellington Road between Hempstead Turnpike and 109th Avenue, the west side of Wellington Road between 109th Avenue and Hathaway Avenue, and the north side of Hathaway Avenue west of Wellington Road would have the potential to experience significant adverse construction noise impacts. All construction noise impacts identified at these residential receptors (with respect to interior noise levels) could be mitigated. For the outdoor spaces (e.g., yards, decks) of these receptors, there would be no feasible or practicable measures to eliminate the construction noise impacts. Outdoor spaces could still be used without the effects of construction noise outside of the hours that construction would occur, i.e., during the late afternoon, night time, and on most weekends. However, during periods of construction, the identified impacts to outdoor spaces with the aforementioned areas immediately adjacent to Site B would not be fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that would meet the State's development objectives, eliminate

the impacts, and/or not cause other or similar significant adverse impacts, these impacts would be unavoidable.

IRREVERSIBLE AND IRRETRIEVABLE RESOURCES

Natural and man-made resources would be expended in the construction and operation of the Proposed Project. These natural resources include the use of land, mature trees, and energy. Man-made resources include the effort required to develop, construct, and operate the Proposed Project; building materials; financial funding; and motor vehicle use. These resources are considered irretrievably committed for the life of the project or beyond.

The use of land is the most basic of irretrievably committed resources, as the development of the Proposed Project requires the commitment of land for new physical elements such as buildings and parking garages. However, the Proposed Project would be using land already used for urban development and recreational purposes and thus would not be further committing land resources to these uses.

The Proposed Project would result in irreversible clearing and grading of vegetation within the Project Sites and other directly affected areas as well as modification to topography. The loss of vegetation is considered an irreversible commitment of resources, although replacement vegetation would be included in the Proposed Project. Soil or rock used to modify the grade of the Project Sites or other directly affected areas would be irretrievably committed for the lifetime of the Proposed Project.

The actual building materials used in the construction of the Proposed Project (wood, steel, concrete, glass, etc.) and energy, in the form of gas and electricity, consumed during the construction and operation of the Proposed Project, would also be irretrievably committed to the Proposed Project for the life of the project or beyond.

None of these irreversible or irretrievable commitments of resources are considered significant.

GROWTH INDUCING ASPECTS

The Proposed Project would not have the potential to induce development. The area surrounding the Project Sites is already built out and primarily residential in nature and zoning and, as such, would not be likely to be significantly impacted by the proposed expansion of retail, entertainment, office, and hospitality uses at Belmont Park.

CUMULATIVE IMPACTS

The Proposed Actions, when added to other past, present, and reasonably foreseeable future actions, would not have the potential to result in significant adverse cumulative impacts other than in the area of transportation. The Proposed Project would not have the potential to induce development, and therefore would not result in any significant adverse cumulative secondary impacts related to induced growth. The background projects in the study areas surrounding the Project Sites are limited in number and size and are typical of the suburban residential character of the surrounding neighborhoods. The proposed expansion of retail, entertainment, office, and hospitality uses at Belmont Park would complement the existing Belmont Park Racetrack, as well as NYRA's future renovations at Belmont Park. Mitigation measures are proposed to account for reasonable worst-case traffic conditions in the future with the Proposed Project. ✷