

This document is the Final Environmental Impact Statement (FEIS) for the Belmont Park Redevelopment Civic and Land Use Improvement Project (the Proposed Project). The Notice of Completion for the Draft Environmental Impact Statement (DEIS) was issued by Empire State Development (ESD) on December 6, 2018. Oral and written comments on the DEIS and the adopted General Project Plan (GPP) were received during the public hearing sessions held by ESD on January 8, 9, and 10, 2019. Written comments were accepted from issuance of the DEIS through the public comment period which ended on March 1, 2019.

This FEIS addresses all substantive comments made on the DEIS during the public hearing and subsequent comment period. Those comments are summarized and responded to in Chapter 22, “Response to Public Comments.” Changes to the text and graphics from the DEIS have been made in this FEIS, as necessary, in response to those comments.

Of particular note, many members of the public and elected officials commented on the need for a new full-time Long Island Rail Road (LIRR) station to help mitigate transportation impacts identified in the DEIS by providing enhanced mass transit options to the Proposed Project. Following the public comment period, LIRR has determined that a new LIRR Elmont station could be developed along the Main Line. Therefore, in coordination with ESD and New York Belmont Development Partners, LLC and its affiliates, including New York Arena Partners, LLC (collectively, “NYAP” or “the Applicant”), LIRR has developed plans for a new LIRR Elmont Station adjacent to the North Lot, to be constructed in two phases. The first phase would involve construction of a platform that would provide eastbound service (i.e., Hempstead Branch trains originating from points west that are destined to Hempstead). This phase would be completed in 2021, prior to the opening of the Proposed Project. The second phase would involve construction of a platform that would provide westbound service. Westbound train service would be accommodated following the completion of the LIRR Third Track and East Side Access projects (expected in 2023). This new LIRR Elmont Station is fully described and analyzed in Chapter 17, “Mitigation,” and is incorporated into the Proposed Project’s Transportation Management Plan (TMP) in **Appendix J**.

Since the publication of the DEIS, the design of certain project elements has been refined, and in some instances, changes have been made in response to comments received as part of the public review process. **Table F-1** outlines the changes that have occurred in the proposed program for the Project Sites since the publication of the DEIS.

¹ This Foreword is new to the FEIS.

Table F-1
Changes in Proposed Program

Proposed Use	Proposed Amount (DEIS)	Amount Currently Proposed	Net Change
Arena	690,000 gross square feet (gsf) (up to 19,000 seats)	745,000 gsf (up to 19,000 seats)	55,000 gsf (no change in number of seats)
Retail, Dining, and Entertainment	Up to 435,000 gsf	Up to 350,000 gsf	-85,000 gsf
Hotel	230,000 gsf (Up to 250 keys)	210,000 gsf (Up to 250 keys)	-20,000 gsf (no change in number of keys)
Office	30,000 gsf	30,000 gsf	--
Community Space	10,000 gsf	10,000 gsf	--
Open Space	250,470 sf (approximately 5.75 acres)	250,470 sf (approximately 5.75 acres)	--
Parking	1,940 spaces ¹	1,940 spaces ¹	--
Notes: ¹ In addition to parking provided on Sites A and B, it is anticipated that NYAP, through a shared parking agreement among NYAP, the FOB and NYRA, would utilize existing parking on the North, South, and East Lots. Since the publication of the DEIS, the number of surface spaces within these lots has been reduced from up to approximately 6,312 spaces to up to approximately 6,014 spaces. Source: NYAP, March 2019			

The changes outlined in **Table F-1** reflect the following and will be reflected in the modified GPP:

- Site A
 - The arena has increased by approximately 55,000 gsf; however the maximum number of proposed arena seats (19,000) has remained the same. This increase accounts for approximately 20,000 gsf of conference and ballroom facilities with ancillary retail that have been shifted from the proposed hotel to the proposed arena, and the addition of interior arena spaces that would be accessible to arena patrons.
 - While the hotel has decreased by approximately 20,000 gsf, the maximum number of hotel guest rooms (up to 250) has remained the same.
 - The overall “experiential” retail and food and beverage uses (i.e., not located within the arena) on Site A have decreased by approximately 100,000 gsf, from up to 135,000 gsf to up to 35,000 gsf.
 - The massing of the arena has been updated to reflect the shift of retail and conference and ballroom space from the hotel to the arena as well as the addition of other interior arena spaces accessible to arena patrons. The maximum heights of the arena and hotel have remained the same (see **Figure 1-2**, which has been revised for the FEIS).
 - The layout of public open space has been revised in response to the changes outlined above, however Site A would continue to provide a minimum of approximately 2.0 acres of hard- and soft-scaped plazas (see **Figure 1-2**, which has been revised for the FEIS).
- Site B
 - As presented in the DEIS, Site B would include up to 350,000 gsf of luxury outlet stores within a “retail village.” Since publication of the DEIS, and in response to public comment, the Applicant has reduced the size of the proposed retail village to up to 315,000 gsf.

- Other Directly Affected Areas
 - As described in the DEIS, NYAP, through a shared parking agreement among NYAP, the Franchise Oversight Board (FOB), and The New York Racing Association, Inc. (NYRA), would utilize surface parking spaces on the North, South and East Lots. At the time of the DEIS, it was anticipated that all three lots would be resurfaced, restriped, and provided with new lighting. Since the publication of the DEIS, with the refinement of proposed mitigation measures to address transportation impacts (including the new LIRR Elmont Station described above—see also Chapter 17, “Mitigation,” and **Appendix J**), it has been determined that the East Lot would likely only be needed approximately 15 times a year to accommodate retail and arena parking (and potential daytime Belmont Park racing events) on certain weekend days in the midday, when parking demand would be at its maximum. As these instances would be infrequent, the East Lot is proposed to remain in its existing paved condition, and the size of the East Lot has been reduced from 2,302 spaces to 2,004 spaces, to accommodate vehicles within the existing paved areas. As presented in the DEIS, the East Lot would provide bus parking, but the previously proposed bus lounge for drivers is now proposed within the arena. It has also been determined that only the North Lot would require resurfacing. All three lots would be provided with new lighting.
 - Along the northeastern boundary of the North Lot, NYAP has committed to providing a buffer composed of a hedgerow (at least 8 feet in height) with dense evergreen vegetation along a new replacement fence (between 8 and 12 feet in height) with privacy screening. This would shield the Floral Park-Bellerose School recreation space from parking activities in the North Lot. Additional fencing with privacy screening would be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue to shield the adjacent Floral Park neighborhood from parking activities in the North Lot.

Other project-related changes include:

- Roadway Improvements
 - At the time of the DEIS, improvements at the intersection of Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road (a Belmont Park entrance/exit) included reconfiguring Hempstead Turnpike to include two eastbound left turn lanes, one eastbound through lane, and one eastbound shared through and right turn lane. Following consultation with the New York State Department of Transportation, the improvements have been revised to include an additional eastbound through lane.
- Off-site Open Space Improvements
 - The DEIS noted that NYAP would provide improvements and/or renovation to an existing community park located off-site based on coordination with local officials and community stakeholders. Since the issuance of the DEIS, Elmont Road Park and Hendrickson Avenue Park have been identified as community parks to be improved. Improvements at both parks may include enhanced security measures, improved lighting, improved bathrooms, ADA access, multi-use sports fields, renovated basketball and handball courts, age-appropriate play areas and water play areas.

The project changes outlined above are described in Chapter 1, “Project Description.” The change in massing and size of the arena on Site A have been incorporated into the various analyses of the FEIS, where relevant. While the size of the retail village on Site B has been reduced to approximately 315,000 gsf, for most technical areas, the FEIS conservatively retains the analyses

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that were presented in the DEIS that were based on the assumption of up to 350,000 gsf of retail village. For technical areas where it is more conservative to assume 315,000 gsf, the analyses have been revised accordingly (e.g., for the calculation of economic benefits presented in Chapter 7, “Socioeconomic Conditions”).

Additional changes between the DEIS and FEIS include, but are not limited to:

- Revisions to Chapter 3, “Community Facilities and Utilities,” to reflect on-going consultation with service providers including police, fire, security and emergency services, the Water Authority of Western Nassau County (WAWNC), the Nassau County Department of Public Works (NCDPW), the Public Service Enterprise Group Long Island (PSEG Long Island), and National Grid.
- Revisions to Chapter 6, “Visual Resources,” to reflect an additional photo simulation view eastward along Hempstead Turnpike with and without the Proposed Project.
- Revisions to Chapter 7, “Socioeconomic Conditions,” to update estimates of construction and permanent job creation resulting from the Proposed Project.
- Revisions to Chapter 9, “Water Resources,” to reflect on-going consultation with WAWNC, NCDPW, and the United States Army Corps of Engineers (USACE).
- Updates to Chapter 10, “Natural Resources,” to reflect a determination of no effect received from the U.S. Fish and Wildlife Service (USFWS) on March 1, 2019 (after the publication of the DEIS), indicating that no further Endangered Species Act (ESA) coordination or consultation is required.
- Updates to Chapter 11, “Transportation,” to reflect on-going consultation with NCDPW, New York State Department of Transportation (NYSDOT), New York City Department of Transportation (NYCDOT), Metropolitan Transportation Authority (MTA) New York City Transit, MTA Bus Company, and Nassau Inter-County Express (NICE).
- Updates to Chapter 12, “Air Quality,” to account for alternative fuel sources for the Proposed Project, given the uncertainty of natural gas supply to the region.
- Updates to Chapter 15, “Construction,” to reflect the following: adjusted start date of construction; refined worker, truck, and equipment estimates; upgrades and extensions of utilities; and consultation with NYCDOT regarding construction traffic analysis.
- Revisions to Chapter 16, “Alternatives,” to include a No Retail Village Alternative, in response to public comments.
- Updates to Chapter 17, “Mitigation” in the area of operational transportation, to reflect mitigation measures added as a result of public and agency comment (for example, the addition of a new LIRR Elmont Station adjacent to the North Lot and bus pull-outs along Hempstead Turnpike to alleviate congestion during passenger drop-off and pick-up adjacent to the Project Sites). In addition, the TMP (provided in **Appendix J**) has been further developed, refined, and quantitatively evaluated.
- Addition of Chapter 22 “Response to Public Comments,” which is entirely new to the document; changes to the text and graphics from the DEIS have been made in this FEIS, as necessary, in response to those comments.
- Appendix A, “Community Facilities and Utilities,” has been revised to include sewer availability letter from the NCDPW; and a map depicting the proposed underground transmission line for the new electrical substation.

- Appendix B, “Historic and Cultural Resources” has been revised to include materials submitted to the State Historic Preservation Office (SHPO).
- Appendix C, “Hazardous Materials,” has been revised to include the Phase II Environmental Site Assessment Results for Sites A and B.
- Appendix D, “Water Resources,” has been revised to include updated HydroCAD[®] modeling results; and the USACE Approved Jurisdictional Determination regarding the ornamental water feature on Site A.
- Appendix E, “Natural Resources,” has been revised to include a determination of no effect from USFWS.
- Appendix H, “Smart Growth,” has been updated to include a Final Smart Growth Impact Statement for the Proposed Project.
- Addition of Appendix I, “Fiscal and Economic Benefits,” which is entirely new to the document.
- Addition of Appendix J, “Mitigation,” which is entirely new to the document and includes the draft TMP and a hazardous material document review for the location of the new LIRR Elmont Station.
- Addition of Appendix K, “Alternatives,” which is entirely new to the document.
- Addition of Appendix L, “Public Comments Received on the DEIS and Draft GPP,” which is entirely new to the document.
- Addition of Appendix M, “Agency Correspondence Letters post-DEIS,” which is entirely new to the document.
- Updates to figures, where relevant.

All text changes since publication of the DEIS are marked by double-underlining in this FEIS. No double-underlining is used for revisions to figures, or for this Foreword, Chapter 22, “Responses to Public Comments,” and updates to existing appendices or the newly added appendices. Revisions resulting in deletions from the DEIS are not shown. *