

A. INTRODUCTION

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. While the size of the retail village on Site B has been reduced to approximately 315,000 gross square feet (gsf) and the size of the hotel has been reduced to approximately 210,000 gsf, this chapter conservatively retains the analyses presented in the DEIS that were based on the assumption of up to 350,000 gsf of retail village and 230,000 gsf of hotel. The increase in the size of the arena on Site A from 690,000 gsf to 745,000 gsf has been incorporated in this chapter.

The Proposed Project would introduce new demands on community resources; therefore, this chapter describes existing and future conditions without the Proposed Project, and analyzes the potential impacts of the Proposed Project with respect to community facilities and utilities. The Proposed Project would not result in the displacement of any existing community facilities or utilities. However, it would place additional demands on community facilities and utilities from employees and visitors to the Project Sites and other directly affected areas.¹ Specifically, the project-generated worker and visitor populations would place additional demands on emergency services (including police protection, fire protection, and ambulance/emergency medical services), as well as infrastructure (including water supply, sewage disposal and treatment, solid waste management), and energy.

Educational and library facilities as well as day care facilities in the study area have been identified, but as the Proposed Project does not involve the construction of any residential units or the addition of a permanent residential population, there would be no impacts to such resources from increased demand. This chapter considers the potential for other effects on community facilities based on a review of the technical analyses included in this FEIS, including the potential for noise and air quality-related impacts. Potential impacts to open space and recreational resources are considered in Chapter 4, “Open Space and Recreational Resources.”

PRINCIPAL CONCLUSIONS

This analysis finds that the Proposed Actions would not result in significant adverse impacts to community facilities and utilities. The following summarizes findings for all resources analyzed.

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

¹ 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.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

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 proposed arena would include a command center from which security personnel would implement their own site security plan. Areas of focus would 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. On event days, there would be a security presence in each parking lot. NYAP would have security personnel, signage, and monitoring systems to enforce all parking lot regulations, including prohibitions against tailgating and celebratory honking. On non-event days, there would be regular patrols by on-site security guards in the parking lots. Camera infrastructure would be set up to monitor potential security threats. NYAP intends on obtaining a safety certification through the Department of Homeland Security that requires 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. In addition, the property 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 New York State Office of Fire Prevention and Control (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) responds to the Belmont Park property during working fires on the property to supplement the Elmont Fire Department, when needed. In addition, the FPFD responds to medical emergencies at the property, also when needed. 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 Final Environmental Impact Statement (FEIS), 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 (**Appendix A**). In addition, there would be an ambulance housed on Site A (north side of Hempstead Turnpike) during all arena events, and an additional ambulance would be available during hockey games for use by an injured player.

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). Total irrigation during the growing season is conservatively estimated at 50,000 gpd to 75,000 gpd. Both interior and exterior (irrigation) water conservation measures would be employed on the Project Sites to minimize water usage by the Proposed Project.

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 subsequent meetings, the WAWNC has indicated that it can provide the volume of water needed for the Proposed Project with the installation of a new water main on the south side of Hempstead Turnpike from its existing well near Elmont Road. The Applicant has been meeting with the WAWNC and will continue coordination to determine the appropriate routing and sizing of the new main and the pavement restoration methods associated with its construction.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

SEWAGE DISPOSAL

Sewage disposal occurs through connection to the Nassau County municipal sewer system. Consultation was undertaken with the Nassau County Department of Public Works (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 consultations and meetings, 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. Based on review by the NCDPW, only on-site connections to the existing sewer infrastructure would be required. No off-site modifications to the sewer infrastructure would be required.

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

The NCDPW has issued a letter of sewer availability for the Proposed Project for both the sewer infrastructure and the Bay Park STP. Therefore, based upon no need for off-site infrastructure improvements, and the NCDPW's letter indicating sewer availability, the Proposed Project would not 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.

PSEG Long Island indicated in a response letter (Appendix A) that service would be provided to the Proposed Project with the construction of the new proposed electrical substation. 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 the proposed electrical substation are 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). Underground transmission lines would extend east from the electrical substation along Belmont Park Road for approximately 1.5 miles. The transmission lines would then transition to two riser poles on Plainfield Avenue and connect to existing overhead power lines on Plainfield Avenue. A transmission overpass would be installed to connect to the existing overhead circuit on Plainfield Avenue. The proposed transmission lines would result in a minimal increase of magnetic field strength, and field strength decays with distance. Thus, the proposed electrical substation and associated infrastructure would not have a significant adverse impact on the surrounding community.

NATURAL GAS SERVICE

Natural gas is provided by National Grid. However, as of the time of the completion of this FEIS, National Grid has stopped processing new applications for service for all residences, small businesses, and large development projects due to the New York State Department of

Environmental Conservation (NYSDEC)'s rejection of the water quality permit for the Williams Pipeline, also known as the Northeast Supply Enhancement (NESE) project. Developments that require new gas connections for new projects must now seek alternative fuel sources, as National Grid cannot be relied upon to supply natural gas. In the absence of the preferred natural gas, the Applicant is considering the use of liquefied petroleum gas (LPG) propane service, electricity, or a combination of both. Nevertheless, understanding that natural gas may be available in the future, the amount of natural gas required by the Proposed Project was calculated, and correspondence outlining the projected gas load was transmitted to National Grid.

OTHER COMMUNITY FACILITIES

Based on a review of the other technical sections of this FEIS, 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.

B. METHODOLOGY

This chapter assesses potential impacts to the following community facility services and utilities: police protection, fire protection, ambulance/emergency medical services, solid waste, water supply, sewage disposal and treatment, electrical service, and natural gas services (see **Table 3-1**). The individual catchment areas (e.g., police precincts for police protection and fire district for fire protection) for each type of service provider serve as the study area boundaries for these analyses. Community facilities within the ½-mile study area surrounding the Project Sites including schools, libraries, hospitals, and registered day care providers are also identified. Direct inquiry of service and utility providers has occurred via written correspondence and phone calls, as well as via in-person meetings to explain the Proposed Project and obtain information regarding their respective facilities, capabilities, constraints, and planned improvements.

As no residential units would be constructed, and, therefore, no permanent population created, there would be no indirect impact on educational resources from any increased population generated by the Proposed Project. The Project Sites are located within the Elmont Union Free School District (with one school [Gotham Avenue School] located within one-half mile of the Project Sites), as well as the Sewanhaka Central High School District. The Sewanhaka Central High School District contains five high schools, one of which is situated within the study area—Floral Park Memorial High School—which is located at 210 Locust Street in Floral Park, approximately 0.85 miles northeast of Site A, and approximately 900 feet from the East Lot.² While the Project Sites are not located within the Floral Park-Bellerose Union Free School

² The other schools within the Sewanhaka Central High School District but outside the study area are: Elmont Memorial Junior-Senior High School; Sewanhaka High School; New Hyde Park Memorial High School; and H. Frank Carey High School.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

District, the Floral Park-Bellerose Elementary School is the school located closest to the Project Sites and other directly affected areas, at approximately 400 feet from the North Lot. Its associated fields are located adjacent to the North Lot. This analysis only encompasses public schools within the study area. In addition, the Project Sites are located within the service area of the Elmont Memorial Library, at 700 Hempstead Turnpike, just over one mile from the Project Sites.

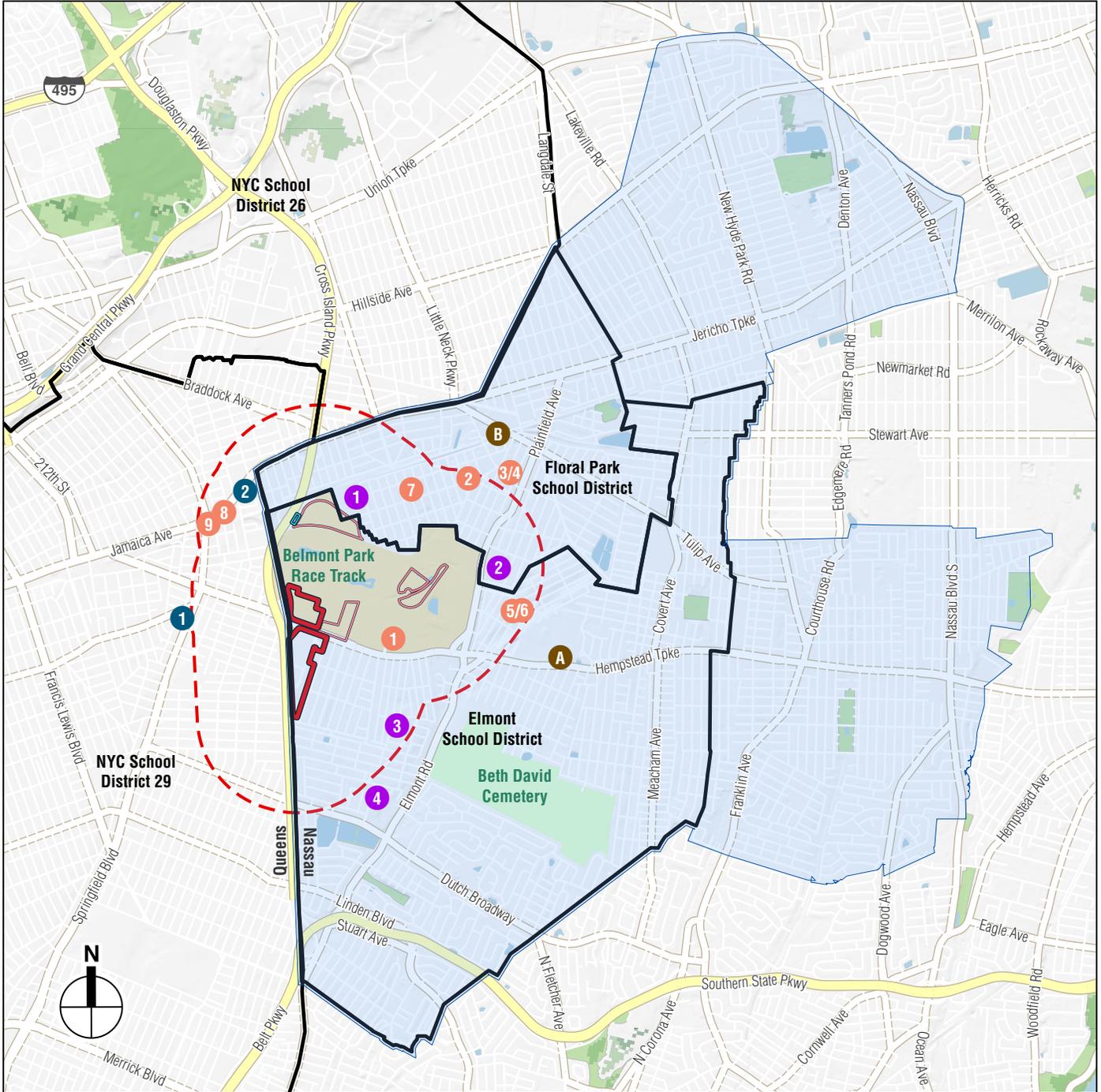
**Table 3-1
Community Service Providers and Utilities**

Community Service	Provider/Utility
Police Protection	Nassau County Police Department, Fifth Precinct*
Fire Protection	Elmont Fire Department*
Ambulance and Emergency Medical Services	Nassau County Police Department Emergency Ambulance Bureau, Elmont Fire Department,
Water Supply	Water Authority of Western Nassau County
Sewage Disposal and Treatment	Nassau County Department of Public Works/Bay Park Sewage Treatment Plant
Solid Waste	Private Carter**
Electrical Service	PSEG Long Island/Long Island Power Authority (LIPA)
Natural Gas Service	National Grid
Notes:	
* Village of Floral Park Police and Fire Departments provide support to the primary providers identified in this chart, <u>when needed</u> , and were contacted as part of this EIS. The Village of South Floral Park Fire Department was also contacted.	
** There is no municipal solid waste collection associated with the Project Sites or other directly affected areas. Solid waste collection, and disposal occurs via private carter and is taken to a licensed facility for solid waste disposal.	

According to New York State Office of Children and Family Services and New York City Health Department, there are seven licensed day care facilities located within the ½-mile study area within Nassau County. These day care facilities are registered and licensed through the New York State Division of Child Care Services. Further, there are two-day care facilities located within the ½-mile study area within Queens County. These facilities are registered and licensed through the New York City Health Department. One of the seven day care facilities in Nassau County is the privately licensed Belmont Child Care Association’s Anna House, which is located within Gate 6 at Belmont Park. Anna House is a full-scale childcare and early childhood education facility providing affordable childcare options for Backstretch families from Belmont, Aqueduct, and Saratoga Racetracks. As no residential units would be constructed and no permanent population generated, there would be no impact to educational facilities, the library or day care facilities from any increased population generated by the Proposed Project. Potential impacts to school facilities with respect to other environmental issues, such as pedestrian safety, are discussed in the appropriate sections of this FEIS (e.g., Chapter 11, “Transportation”). Moreover, based on a review of the other technical analyses included in this FEIS, there would be no other significant adverse impacts on community facilities, such as from noise or air-quality related impacts. There would be no perceptible increase in noise levels at any of the community facilities in the study area. Therefore, this chapter does not provide any further discussion of such facilities.

While hospitals are discussed with respect to ambulance and emergency service provision and shown on **Figure 3-1**, no separate evaluation of area hospitals is included in this section of the FEIS.

The community facilities and emergency service districts serving the Project Sites and their boundaries, as applicable, are shown on **Figures 3-1 and 3-2**.



- Project Sites
- North, South, and East Parking Lots
- Proposed Belmont Electrical Substation
- Study Area (1/2-mile radius)
- School Districts
- Sewanhaka Central High School District

Registered Day Care Facilities

- | | |
|--|---|
| 1 Anna House, Bright Horizons Children's Center | 6 Group Family Day Care |
| 2 Group Family Day Care | 7 Group Family Day Care |
| 3 Group Family Day Care (Little Explorers Too, Inc.) | 8 Child Care and Pre-School |
| 4 Group Family Day Care | 9 Center of Excellence II, Queens Village, Inc. |
| 5 Group Family Day Care | |

Nassau County Schools

- 1 Floral Park Bellerose School
- 2 Floral Park Memorial High School
- 3 Gotham Avenue School
- 4 Elmont Memorial Junior-Senior High School

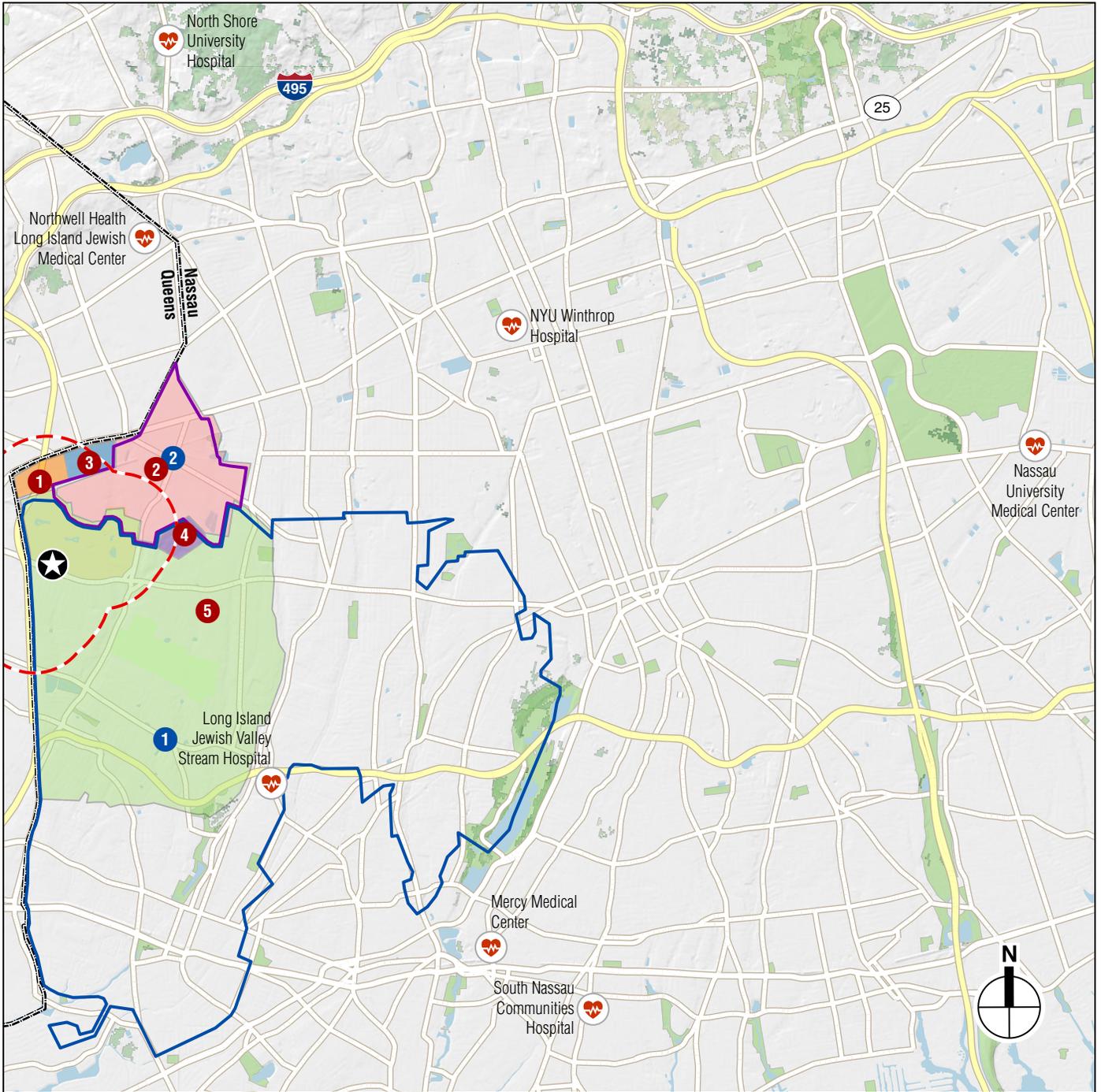
Queens County Schools

- 1 P.S. 34 John Harvard
- 2 P.S./I.S. 295

Nassau County Libraries

- A Elmont Memorial Library
- B Floral Park Library

Schools, Libraries, and Registered Day Care Facilities



- Project Sites and Parking Lots
 - Hospitals
 - Study Area (1/2-mile radius)
 - Police Department Headquarters**
 - Nassau Police Precinct 5 (Elmont)
 - Floral Park Police
 - Fire Department Headquarters**
 - Bellerose Terrace
 - Floral Park
 - Bellerose Village
 - South Floral Park
 - Elmont
- | | | |
|------------------------|--------------------------|----------|
| Bellerose Terrace Fire | Floral Park Police | 0 1 MILE |
| Bellerose Village Fire | Nassau Police Precinct 5 | |
| Elmont Fire | | |
| Floral Park Fire | | |
| South Floral Park Fire | | |

C. EXISTING CONDITIONS

POLICE PROTECTION AND SECURITY

The Project Sites are located within the jurisdiction of the Nassau County Police Department (NCPD) Fifth Precinct, which serves the communities of Elmont, Franklin Square, West Hempstead, Garden City South, South Floral Park, North Valley Stream, Valley Stream, and Lakeview. Police dispatch services for all of Nassau County are located in the Nassau County Public Safety Center, open 24 hours a day, in Westbury. The Fifth Precinct is located at 1655 Dutch Broadway in Elmont, approximately 3.0 miles south of the Project Sites. This precinct provides coverage for Belmont Park, as well as several other large gathering places, including Green Acres Mall, several large parks and preserves, and Northwell Heath Long Island Jewish Valley Stream Hospital (a/k/a Franklin Hospital).

Correspondence was transmitted to the NCPD headquarters, at 1490 Franklin Avenue, Mineola, on April 24, 2018 (**Appendix A**), requesting information relative to police protection services in the area of the Project Sites and other directly affected areas. In correspondence dated May 1, 2018 (**Appendix A**), Inspector James F. Bartscherer, Commanding Officer for the Fifth Precinct of the NCPD, indicated that the precinct has 175 Sworn Officers, 62 Civilians, and two ambulances. In 2017, the Fifth Precinct responded to 50,698 calls for service throughout the precinct and approximately 220 calls at Belmont Park. In addition to the resources assigned to the Fifth Precinct for patrol, there are various plainclothes and specialized resources that are available to respond to address threats to public safety and the quality of life.

The Project Sites are secured by fencing along the perimeter of both Sites A and B as well as the North, South, and East Lots. Entrance gates along Hempstead Turnpike for both Sites A and B and the South and East Lots are closed and are only open during events. Manned security booths are located at every entrance on Site A, Site B, and the South Lot. The North and East Lots, which are both being used as overflow lots and vehicle storage lots, do not have security booths. However, the North Lot has gated exits adjacent to the residential areas of Floral Park and the Cross Island Parkway. Tailgating is prohibited in all parking lots.

Given the large size of the parcel, the mix of uses and activities, and the public visitation to the park, NYRA maintains private security of its facility, and the size of NYRA's security staff fluctuates during racing season and over key events. For the largest events, NYRA coordinates security management with the NCPD. In general, NYRA security handles most property issues and coordinates with and requests back-up from the NCPD (as well as MTA Police at the LIRR Belmont Park station, as warranted) for more serious situations during the racing season.

The Project Sites are not located within New York City, but west of Belmont Park, the 105th Precinct serves the easternmost portion of Queens, including Queens Village, Cambria Heights, Laurelton, Rosedale, Springfield Gardens, Bellerose, Glen Oaks, New Hyde Park, and Floral Park. The 105th Precinct is located at 92-08 222nd Street in Queens Village, which is less than 2 miles from Belmont Park.³ The LIRR Belmont Park station is located in Queens, New York City, is served by the 105th Precinct, and is within the jurisdiction of the MTA police.

³ The New York Police Department has announced plans to build a new 45,000-gross-square-foot police precinct at 242-20 North Conduit Avenue (for a newly established 116th Precinct district) in Rosedale to serve portions of southeastern Queens. This station would be located approximately 3 miles south of the Project Sites.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

Although Belmont Park is not located within the jurisdiction of the Village of Floral Park Police Department (FPPD), this agency was contacted regarding the Proposed Project due to the Village's proximity to the Project Sites. In a response from the FPPD, dated June 25, 2018, Police Commissioner Stephen G. McAllister indicated that the FPPD Headquarters are located at One Floral Park Boulevard within the Village and that the jurisdictional area borders Belmont Park from Plainfield Avenue southwest of the Training Track, and continues into the West End of the Village, behind Floral Park-Bellerose School, which abuts the North Lot to the LIRR tracks along Atlantic Avenue. The FPPD employs 54 personnel, as listed and shown on the organizational chart in **Appendix A**.

The Police Commissioner indicated that the Belmont Stakes is the single largest event the FPPD must address. It demands a protective police presence to mitigate pedestrian traffic and vehicular travel on the local streets and highways. The FPPD provides traffic detail during the Belmont Stakes. The FPPD works with Belmont Park security to handle trespassing and to minimize negative activities.

Since 2015, there have been 10 specific occasions when the FPPD had to address incidents that resulted from or occurred directly within the border of the Belmont Park property.

FIRE PROTECTION AND AMBULANCE/EMERGENCY MEDICAL SERVICES

The Project Sites are within the jurisdiction of the Elmont Fire Department, headquartered at 95 Lehrer Avenue in Elmont with seven firehouses, one emergency medical service (EMS) squad, and one special operations unit within the district (**Table 3-2**).

**Table 3-2
Elmont Fire Department Companies**

Company Units	Location
Belmont Chemical, Engine and Hose Company (701)	96 Gotham Avenue, Elmont, NY
Elmont Engine and Hose Company (702)	36 Plainfield Avenue, Elmont, NY
Elmont East End Chemical Engine and Hose Company (703)	301 Meacham Avenue, Elmont, NY
Elmont Engine Company (704)	2019 Linden Boulevard, Elmont, NY
Headquarters and Heavy Rescue Company (705)	95 Lehrer Avenue, Elmont, NY
Belmont Hook and Ladder Company No. 1 (707)	Elmont Rd. & Tarboro St., Elmont, NY
Hook and Ladder Company # 2 (708)	95 Lehrer Avenue, Elmont, NY
Emergency Medical Services (706)	100 School Road, Elmont, NY
Special Operations	---

Correspondence dated April 24, 2018 (**Appendix A**) was sent to Chief Ronald Conti and forwarded to department member Frank Hrbek on April 30, 2018 informing the Elmont Fire Department of the Proposed Actions and requesting information relative to fire protection and ambulance services in the area of the Proposed Project. Additionally, an updated letter was sent to District Manager Joe Taranto and Chief Joseph Luckman on September 13, 2018. Telephone communication occurred with Commissioner Joseph Balletta on September 13 and September 18, 2018, and the Commissioner provided a written response on September 18, 2018 (**Appendix A**).

The Elmont Fire Department is a volunteer department composed of more than 170 trained members of the community, with 20 professionally trained staff. The department district covers 5.73 square miles and serves approximately 47,000 residents with fire protection services, rescue, and emergency medical services. In addition to the residential population, the Elmont Fire Department serves the businesses along Hempstead Turnpike, Elmont Road, and Meacham Avenue as well as Belmont Park. The Elmont Fire Department has responded to 150 calls at the

Belmont Park property, including fire protection and emergency services at the Racetrack, cottages, and barns within the last three years.

Overall, for the past three years, the Elmont Fire Department handled 3,661 fire protection calls and 1,100 emergency services calls for the entire fire district.

With regard to emergency medical services/ambulances, the NCPD provides emergency medical services to Belmont Park through the NCPD Emergency Ambulance Bureau (EAB). This agency provides pre-hospital Advance Life Support Emergency Medical Service care.

According to a representative of the EAB, it is the primary emergency medical service provider for the majority of Nassau County, including Belmont Park, and handles nearly 70 percent of all 911 calls for medical assistance. Furthermore, there are approximately 136 Police Medics and 14 additional members who are Police Medic Supervisors, Police Medic Coordinators, one Bureau Director, and one Assistant Bureau Director.

Correspondence dated April 24, 2018 (**Appendix A**) was forwarded to Police Medic Supervisor Frank J. Gephardt, informing the NCPD EAB of the Proposed Project and requesting information relative to emergency medical services near the Project Sites. Correspondence data received on May 4, 2018 from Mr. Gephardt reiterated the information regarding the numbers and types of personnel and indicated that the EAB has responded to Belmont Park approximately 200 times since January 1, 2015 for requests for medical assistance. Further, Supervisor Gephardt noted that there are seven hospitals that are frequently used in the surrounding area, as follows:

- Northwell Health LIJ Valley Stream - Franklin Avenue, Valley Stream, NY 11580
- NYU Winthrop Hospital – 269 1st Street, Mineola, NY 11501
- North Shore University Hospital – 300 Community Drive, Manhasset, NY 11030
- Long Island Jewish Medical Center – 270-05 76th Avenue, New Hyde Park, NY 11040
- Mercy Medical Center – 100 North Village Avenue, Rockville Centre, NY 11570
- South Nassau Communities Hospital – 1 Heathy Way, Oceanside, NY 11572
- Nassau University Medical Center – 2201 Hempstead Turnpike, East Meadow, NY 11554

The first responders to health care needs at Belmont Park during the racing season are based on-site, as NYRA provides on-site emergency medical technician and physician services. NYRA contracts with a private company specializing in on-site health care to provide basic life support EMT services to Belmont Park (both general public and the trainers). In addition, NYRA has a first aid station on-site staffed by a physician during the meets.

While the Project Sites are not located within the jurisdiction of the FPF, this agency was contacted regarding the Proposed Project due to its proximity to the Project Sites and because FPF responds to the Belmont Park property to supplement the Elmont Fire Department, when needed (see Appendix A). The FPF is a volunteer department composed of 152 active fire/EMS members. The FPF consists of three fire houses – the Active Fire House is located on Atlantic Avenue between Spruce Avenue and Pine Avenue and the Headquarters is located on Vernon Street between Atlantic Avenue and Floral Boulevard (which also houses the Village ambulance services). The Village's third fire house is located off Jericho Turnpike on Holland Avenue. Over the last three years, the FPF has responded to roughly 10 calls at Belmont Park, including fire protection and medical emergencies in the barns, Backstretch employee residences, and within the Grandstand.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

Furthermore, while the Project Sites are not in its jurisdiction, west of the Project Sites, in Queens, the New York Fire Department Engine 304/Ladder 162 is located at 218-44 97th Ave in Queens Village, approximately 1 mile from the Project Sites.

The area of the proposed electrical substation is currently used for the storage of truck trailers that contain emergency supplies 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. After Superstorm Sandy, the Red Cross reached out to NYRA and made a request to store supplies at Belmont Park. The Red Cross also stores supplies at Aqueduct Racetrack.

SOLID WASTE MANAGEMENT

The collection and disposal of solid waste generated at Belmont Park is currently provided by a private carter service. There is no municipal solid waste collection. A portion of Site A comprises part of the Backyard of Belmont Park, which contains picnic tables, concession stands, televisions and betting kiosks, a playground, and a man-made water feature. This portion of the site generates solid waste on race days, as well as other occasional events throughout the year.

Belmont Park has two 30-yard compactors associated with the Grandstand and Backyard areas—one that is operated by NYRA in conjunction with Equicycle LLC and one operated by Centerplate, which handles the food and beverage concessions. The compactor is located under the Grandstand. During racing season, pick-up at the NYRA compactor occurs two times per week and two times per month at the Centerplate compactor. When simulcasting occurs at Belmont Park, pickup is generally once per week for NYRA/Equicycle and once every two to three months for Centerplate. During Belmont Stakes week, pick-up for Centerplate is once per day.

NYRA, through Equicycle, recycles paper goods, including programs, and Centerplate recycles plastics, paper, and food waste such as plastic cutlery, paper plates, and cardboard food containers. It is first separated by customers and then Centerplate further separates the materials before removal from the site.

The majority of Site A, Site B, the South Lot, the North Lot, and a portion of the East Lot are currently used for parking. In addition, Site B, the North Lot, and the East Lot are used for car storage. Therefore, solid waste is not generated on these sites or portions thereof. However, an area within the interior of the Training Track just outside the East Lot is used as a manure/hay waste temporary storage facility. According to NYRA personnel, manure/hay waste generated from the horse barns is temporarily stored in a building within the interior of the Training Track (where the East Lot is situated). The building is covered and enclosed on three sides by 16-foot-high concrete walls. The drains and trenches associated with this facility are connected to the municipal sanitary sewer system. The manure collected on-site is stored under the building, where trucks pick up the manure through an underbuilding tunnel. This material is trucked off-site for use on mushroom farms in Pennsylvania. There are approximately 7 – 8 truck trips per day, 7 days per week, 365 days per year. Upon collection of materials from the building, a manifest is prepared, the trucks are tarped, and then signed out by security personnel at Gate 6 (at Hempstead Turnpike), which is a private entrance to Belmont Park, not open to the public.

According to NYSDEC, the Town of Hempstead has submitted a Draft Local Solid Waste Management Plan. This Plan has been received by NYSDEC, is under review, but no comments have been provided to date. The NYSDEC solid waste management plan is entitled *Beyond Waste: A Sustainable Materials Management Strategy for New York State*. The plan,

seeks to put forward resources, policy and programmatic tools and options for planning units and communities that will help ensure strong waste reduction, reuse and materials recovery throughout the state, both in areas where there is a substantial private sector role and in communities that practice flow control or use other oversight tools. The recommendations... include a new broad policy, expanded financial assistance for progressive solid waste and sustainable materials management, and education for consumers and businesses to help them reduce their generation of waste and recycle what cannot be reduced. They also include detailed recommendations for how planning units can better plan for recovery and offer strategies for developing and/or improving New York State's recovery infrastructure.

Furthermore,

[t]he quantitative goal of the Plan is to reduce the amount of waste New Yorkers dispose by preventing waste generation and increasing reuse, recycling, composting and other organics recycling methods.

WATER SUPPLY

As noted in **Table 3-1**, Belmont Park is located within the service area of the WAWNC. This agency supplies potable water to more than 28,000 customers, serving a population of approximately 120,000 in western to mid-Nassau County including all or portions of the Villages of Bellerose, Floral Park, New Hyde Park, Stewart Manor, South Floral Park, Garden City, and Valley Stream as well as portions of Elmont, Floral Park Center, Franklin Square, and North Valley Stream. The WAWNC is a public benefit, nonprofit corporation with jurisdictional oversight by the Nassau County and New York State Boards of Health and NYSDEC.⁴

WAWNC's 2017 *Annual Water Quality Report* noted the following:

- Service connections (customers): 27,965
- Population Served: 120,000
- Total Water Produced: 3.99 billion gallons⁵
- Daily Average: 10.93 million gallons
- Highest single day: 18.29 million gallons
- Total wells (active wells) in the system: 24 (24)
- Storage facilities: 4 ground-level, 3 elevated

There were no violations of standards in 2017 and none of the WAWNC wells were closed or restricted.

Over the last 10 years, 2011 was the year with the highest amount of water both produced and consumed. Water production and usage for 2017 was just below the average for the last 10 years.

⁴ Water Authority of Western Nassau County, *About Us* (accessed May 2018); available online at: http://www.wawnc.org/cm/index.php?option=com_content&task=view&id=12&Itemid=26.

⁵ Approximately 82.1 percent of the water produced in 2017 was billed directly to customers and 11.8 percent was used for main flushing, hydrant testing and maintenance, and station and tank maintenance. The balance, or unaccounted for, water of approximately 6.1 percent, was used for contractor activity, fighting fires, filling street sweepers and sewer cleaning trucks and also includes losses due to leaks, water main breaks and hit hydrants.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

The report also indicated the following system improvements:

In addition to the extensive monitoring and testing performed on our water supply, the Water Authority maintains, services and upgrades its water supply facilities and distribution system regularly. In 2017 capital projects completed or underway included the following:

- *Continued construction of new VOC removal facilities for Well Nos. 15A, 15B, 15C and 15E in Elmont;*
- *Started construction of a new Iron Removal Plant for Well No. 25A in North Valley Stream;*
- *Design of a new treatment facility at Station No. 57 in New Hyde Park for the removal of 1,4-Dioxane from the water. This project includes raising the two (2) wells below grade at the Station to a height of 18-inches above the existing grade and modifications to the existing VOC removal facility at the site;*
- *Started the installation of approximately 2,600 feet of a new 12-inch transmission water main on Celler Avenue from Station No. 40 on Soma Street to Hillside Avenue in New Hyde Park, including the replacement of 3 fire hydrants;*
- *Service and hydrant replacements;*
- *Computer upgrades and replacements;*
- *Meter replacements; and*
- *Vehicle and large equipment replacements.*

Planned improvements for 2018 include:

- *Completion of the installation of approximately 2,600 feet of a new 12-inch transmission water main on Celler Avenue from Station No. 40 on Soma Street to Hillside Avenue in New Hyde Park, including the replacement of 3 fire hydrants;*
- *Completion of construction of the new VOC removal facilities for Well Nos. 15A, 15B, 15C and 15E in Elmont;*
- *Completion of construction of a new Iron Removal Plant for Well No. 25A in North Valley Stream;*
- *Construction of a new storage area at Well Station No. 44 in Elmont;*
- *Start construction of a pilot program for a new treatment facility at Station No. 57 in New Hyde Park for the removal of 1,4-Dioxane from the water and other modifications;*
- *Well pump bowl replacements;*
- *Service and hydrant replacements;*
- *Computer upgrades and replacements;*
- *Meter replacements; and*
- *Vehicle and large equipment replacements.*

As in years past, the WAWNC system was in compliance with all applicable State drinking water operating and reporting requirements as well as notification procedures.

The WAWNC serves the Project Sites and the other directly affected areas by water mains with hydrants located along Hempstead Turnpike, Wellington Road, and Plainfield Avenue. The main areas that make up Belmont Park, including the Project Sites and other directly affected areas, are served by water lines and fire hydrants. Site A is currently connected to water service via eight existing taps, of which seven are active, connecting to an existing 12-inch diameter water main

located within the right-of-way of Hempstead Turnpike. The existing taps feed various on-site mains and service lines including an 8-inch, on-site water main serving fire hydrants and a 10-inch diameter water main loop that surrounds the Grandstand. The Applicant has met with the WAWNC on several occasions, and the substance of those meetings is discussed in the *Potential Impacts of the Proposed Actions* section, below.

Over the last 10 years, NYRA (controlling the largest single property in the Water District) was also by far the largest customer of WAWNC, comprising between 3.42 percent and 5.38 percent of the total water billings.

SEWAGE DISPOSAL

Belmont Park is connected to the Nassau County municipal sewer system located within the NCDPW sewer collection district. The Grandstand is currently connected to the municipal sewer system via an 8-inch diameter sanitary line, which increases in diameter as it flows along the south side of the Grandstand and reaches 18 inches in diameter on the east side of the Grandstand. The 18-inch diameter line continues eastward through the stable area and connects to an existing sanitary sewer trunk line that runs through the practice track in the northeast corner of the Belmont Park property. A 21-inch diameter trunk line flows from north to south exiting the property at the southern boundary and continuing southeast. As with water demand, the portion of Site A containing the Backyard area is the only portion of the Project Sites and other directly affected areas that currently generates sanitary sewage.

All wastewater flow from Belmont Park and the surrounding community is ultimately conveyed to the Bay Park STP, which operates under SPDES Permit No. NY 0026450. The Bay Park STP, which currently discharges to Reynolds Channel and local embayment areas that are inland of the barrier islands, provides secondary treatment with some enhancement for nitrogen removal. The Bay Park STP is designated a Municipal Major Permit for discharges of 1.0 mgd or greater. At present, the monthly average daily flow is approximately 51.5 mgd, and based on the permitted maximum monthly average of 70.0 mgd, the Bay Park STP currently has an excess capacity of approximately 18.5 mgd. Nassau County, New York State and Federal Emergency Management Agency (FEMA) are funding improvements to the plant, including repairs following Superstorm Sandy. Also, design is currently underway for a diversion project (not related to the Proposed Project) to provide resiliency, flood mitigation and improve water quality in Reynolds Channel and redirect sewage flow to the Cedar Creek Water Pollution Control Plant (WPCP).

ELECTRICAL SERVICE

PSEG Long Island provides electricity to the existing Belmont Park, including Site A and the South Lot, with limited electrical service provided to Site B and the East Lot and no service provided to the North Lot. The existing electric service enters the property along Hempstead Turnpike at Gate 5 and is routed underground entering the Grandstand on the east end of the building.

According to a meeting held on February 5, 2018 between representatives of ESD, the Applicant and its Mechanical, Electrical and Plumbing Engineer (MEP), and PSEG Long Island, Belmont Park is responsible for its own electrical distribution, maintenance and service as it has its own transformers and switchgears; however, additional customers pull off Belmont Park's feeders, lessening the capacity for additional loads on the Belmont Park property. PSEG Long Island identified that the current Belmont Park feeders do not have capacity to serve the proposed arena or other components of the Proposed Project.

NATURAL GAS SERVICE

The Project Sites and other directly affected areas are located within the service area of natural gas provided by National Grid. National Grid is one of the largest utility businesses in the country and has the largest combined electricity transmission and distribution network in the New England/New York region. National Grid has more than 3.2 million electricity customers throughout New England and New York.

The Utility Survey prepared by Bohler Engineering, dated June 2, 2018, indicates that natural gas lines are present on Site A, the South Lot, and other areas of Belmont Park. Gas service is provided to the subject sites by National Grid via an existing 4-inch diameter gas main located within the right-of-way of Hempstead Turnpike. The existing gas main in Hempstead Turnpike ends approximately 900 linear feet (LF) east of the proposed arena location. The Belmont Racetrack Grandstand is currently connected to gas service via this existing main. The existing gas service line extends north from Hempstead Turnpike and enters the building near the center of the south wall.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

The future without the Proposed Actions (or the No Action condition) provides a baseline condition in the future that is evaluated and compared with the incremental changes caused by the Proposed Project. Conditions in the future without the Proposed Actions are assessed for the same 2021 analysis year as with the Proposed Actions.

The future without the Proposed Actions assumes there would be nighttime racing at Belmont Park, although, as explained in Chapter 2, such nighttime racing has not yet been authorized or funded. Based on an estimate of between 9,000 and 12,000 attendees per event, there would be an incremental increase in demand on various community services.

POLICE PROTECTION

No major changes are projected to occur with respect to police protection within the study area. As no major projects are proposed, no changes in police staffing are expected. The NCPD Fifth Precinct indicated no major renovations or relocation of facilities are proposed.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

As only nominal additional racing times and minimal development are expected to occur in the study area by 2021, no major changes to fire protection and emergency medical services are expected. The Elmont Fire Department is a volunteer organization and would provide services on an as-needed basis in the future. The Nassau County Police Medic EAB would also continue to provide services on an as-needed basis. The Red Cross trailers that are parked in the area of the proposed electrical substation would remain in their present location.

SOLID WASTE MANAGEMENT

In the future without the Proposed Actions in 2021, there are no major changes expected with respect to solid waste generation and management on the Project Sites. Site B would continue to be underutilized and used for parking and car storage, while Site A would continue to be used as one of the main parking areas for Belmont Park, as well as for the Backyard area. Therefore, little-to-no waste would be generated by Site B, but waste would continue to be generated in the portion of Site A that contains the Backyard area, including the concession kiosks and picnic area. Since nighttime racing has been assumed, there would be a slight increase in solid waste generation

within the Backyard area. The North, South and East Lots would not generate solid waste, but are likely to generate litter when used for active parking purposes. In addition, the manure/hay waste facility located just outside the East Lot would continue to operate.

WATER SUPPLY

In the future without the Proposed Actions in 2021, total water demand at the Project Sites (i.e., Site A) is assumed to be the same as in the existing condition. Although there are no major projects proposed within the study area, overall, there is expected to be an increase in water use within the district, due to general growth in the area. Furthermore, the addition of limited nighttime racing may increase water usage within the Backyard area.

SEWAGE DISPOSAL

In the future without the Proposed Actions in 2021, the total sewage generation at the Project Sites is assumed to be the same as in the existing condition. Although there are no major projects proposed within the study area, overall, there is expected to be an increase in sewage generation within the district, due to general growth in the area. Furthermore, the addition of limited nighttime racing may increase sewage generation within the Backyard area.

ELECTRICAL SERVICE

In the future without the Proposed Actions in 2021, there are no major changes expected with respect to electrical service on the Project Sites or within the study area. It is expected that a new substation would not be required with the addition of limited nighttime racing at Belmont.

NATURAL GAS SERVICE

In the future without the Proposed Actions in 2021, there are no major changes expected with respect to natural gas service on the Project Sites or within the study area. At this time, no new natural gas connections are being processed by National Grid, due to the rejection of the Williams Pipeline by NYSDEC. However, it is possible that the pipeline could be approved by 2021 and new connections processed. Since there already are natural gas connections for parts of the Belmont Park property, the rejection of the pipeline or its approval would not impact natural gas service in 2021.

E. POTENTIAL IMPACTS OF THE PROPOSED ACTIONS

POLICE PROTECTION

Correspondence dated April 10, 2018 was sent to Police Commissioner Patrick Ryder of the NCPD. A response was provided on May 10, 2018 by James F. Bartscherer, Commanding Officer, in which no potential impacts on the NCPD associated with the Proposed Project were identified (**Appendix A**).

In addition, as noted in Section C, *Police Protection*, correspondence was also forwarded to the FPPD, and a response was provided on June 25, 2018 (**Appendix A**). The following summarizes the concerns of the FPPD with respect to implementation of the Proposed Project:

- Increase in traffic on Plainfield Avenue and negative impact on traffic congestion at its intersection with Tulip Avenue, especially during the peak hours of 5:00 pm to 7:00 pm, resulting in slower response times and potential increase in accidents.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

- Pre-game destination for drinking and dining (especially within Tulip Avenue Business District), which could lead to the need for the police to handle “large crowds, rowdy and drunk fans” and increase in vehicular traffic.
- General increase in traffic traveling through Floral Park and activity within Floral Park, which would increase the need for police presence.
- Potential increase in all types of unwanted behavior and crime, which could lead to disorder in the community.

Since the publication of the DEIS, a meeting was held with representatives from local emergency service providers including police and fire departments from Floral Park, South Floral Park and Elmont, as well as Nassau County, to discuss security, emergency response, and policing measures associated with the Proposed Project. Additional invitees comprised representatives from the NYPD (main and Queens South), New York State Police, New York Office of Emergency Management, Department of Homeland Security and Emergency Services (DHSES), NYRA, the Applicant, the Applicant’s consultants, ESD, and ESD’s consultants.

To address community concerns regarding security and police protection, emergency, safety and security plans would be developed and implemented. As described in Chapter 1, “Project Description,” 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 NCPD 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 project-wide security plan in conjunction with the Proposed Project.

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, including the NCPD 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 Project would be designed with state-of-the-art security and safety components incorporated therein. The proposed arena would include a command center from which security personnel would implement their own site security plan. The command center would be designed to accommodate up to 30 personnel and would be scalable for any event that would be scheduled at the arena. Management of major special events as well as crisis response would be conducted under the National Incident Management System (NIMS). Security measures would include the deployment of security personnel and monitoring and screening procedures. Areas of focus would 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. On event days, there would be a security presence in each parking lot. On non-event days, there would be regular patrols by on-site security guards in the parking lots. NYAP would have security personnel, signage, and Closed-Circuit Television (CCTV) to monitor and enforce all parking lot regulations, including prohibitions against tailgating and celebratory honking. Camera infrastructure would be set up to monitor potential security threats.

NYAP intends to pursue Support Anti-Terrorism by Fostering Effective Technologies (SAFETY) Act certification 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 would develop 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 would 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; (m) spontaneous fan civil disobedience; (n) demonstrations; (o) use of drones; and (p) cyber attacks/outages.

Chapter 11, “Transportation,” describes the proposed internal site roadway, including the circulation of emergency vehicles through the Project Sites. On Site A, the portion of the Red Road adjacent to the proposed arena would be closed during times of events when it would solely provide access for buses, emergency vehicles, and pre-screened VIP vehicles. On Site B, a service roadway that would only be accessible to trucks and emergency vehicles would be located along the northern, western, and portions of the eastern sides of the retail village at the same level as the retail stores; this would include up to five entrances to the interior and service areas of the retail village. One segment of the service roadway near the southeastern portion of the retail village would connect to a new restricted-access entrance for emergency vehicles only located near the intersection of 109th Avenue and Wellington Road. Overall, the Project Sites would be served by multiple access points including Gates 5 and 14 on Hempstead Turnpike and Exits 26A and 26D on the Cross Island Parkway, as well as multiple access points for emergency vehicles only, including existing entrances to Belmont Park at Gate 6 (Gallant Fox Road), Gate 7 (Man O’ War Avenue), Gate 8 (Plainfield Avenue), Gate 9 (Mayfair Avenue), and the new restricted-access entrance to Site B, as described above.

As also discussed in Chapter 11, “Transportation,” the Proposed Project would result in increased traffic volumes and delays at intersection movements in the local street network during the peak hours analyzed and could potentially slow down emergency vehicle response times. However, with the implementation demand management strategies and operations plan in the Transportation Management Plan (TMP) and other proposed mitigation measures described in Chapter 17, “Mitigation,” many of these potential increases in delay would be offset. Furthermore, emergency vehicles can maneuver around and through congested areas when responding to emergencies because they are not bound by standard traffic controls. Therefore, incremental traffic volumes projected to occur with the Proposed Project would not be expected to significantly affect emergency vehicle response times.

As with other large-scale public gathering places, ongoing coordination with local emergency service providers would be required. Further, there would be a significant increase in activity at the Project Sites that would increase the demand for local police services. As such, the NCPD would continue to evaluate its staffing needs and assign personnel based on area coverage, crime levels, and other local factors. Other stakeholders, including emergency service providers, would remain engaged throughout the development process regarding security and matters of emergency service provision, and would have a continuing role as stakeholders in the monitoring of traffic (including emergency response times) and parking issues, as well as involvement in potential adjustments to the TMP.

With the proposed security and traffic mitigation measures, there would be no significant adverse impacts on local police services.

As described in Chapter 15, “Construction,” the Applicant would be responsible for maintaining security at construction and staging areas during the construction period.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

As noted above, correspondence dated April 24, 2018 (**Appendix A**) was sent to Chief Ronald Conti and forwarded to department member Frank Hrbek on April 30, 2018 informing the Elmont Fire Department of the Proposed Actions and requesting information relative to fire protection and ambulance services in the area of the Proposed Project. Follow up letters were sent to Chief Luckman and District Manager Joe Taranto on September 13, 2018. A written response was received on September 18, 2018, provided by Commissioner Joseph Balletta. Previous to receiving the written response, VHB spoke with Commissioner Balletta on September 18, 2018, when he indicated that there would be no expected impacts to the Elmont Fire Department as a result of the Proposed Project.

A series of meetings were held amongst the Applicant, the OFPC, and the Elmont Fire Department. A meeting was held on July 5, 2018 between the Applicant and the OFPC to discuss the proposed fire protection concepts for the Proposed Project. For Site A, the location of a proposed Fire Command Center (FCC) for the proposed arena was discussed, and the OFPC was receptive to the proposed location at the event level due to its ease of access and distance from arena activity and congestion that would occur near the main entrance. However, it was noted that the Elmont Fire Department Chief would have ultimate authority over the location. Various other topics were discussed, including number of hydrants, emergency access to the Site B parking garage, as well as emergency access from the Cross Island Parkway, Hempstead Turnpike and 109th Avenue.

To follow up, a meeting was held on July 20, 2018 amongst the Applicant, the Elmont Fire Department, and the OFPC to discuss specific items related to fire protection and access. During this meeting, the Elmont Fire Department identified the need for additional water connections for both Sites A and B to alleviate pressure from the Hempstead Turnpike water main. Specifically, for Site A, the Elmont Fire Department requested additional hydrants, access to the arena directly from Hempstead Turnpike, rather than from Gate 5, and the second tap to be from a different (second) water main to provide redundancy. Further, the Elmont Fire Department identified the need for additional fire hydrants to be installed with an integrated standpipe system throughout Site B to provide an ease of access for fighting fires. The Applicant is anticipating the use of booster pumps in the arena, hotel and at Site B. The Elmont Fire Department agreed with the proposed location of the FCC, away from the arena entrance and at the event level, accessed through the covered marshalling yard. For Site B, it was decided that emergency access would be provided via Hempstead Turnpike, Cross Island Parkway exit 26A, and 109th Avenue. Additionally, emergency vehicle access route options were discussed, as well as snow removal plans, the need for access between the proposed building for hoses and gurneys, and the need for additional standpipes throughout the Site B retail village. In addition, the WAWNC is currently evaluating the need for a water main extension on the south side of Hempstead Turnpike.

An additional meeting was held between the Applicant and the Elmont Fire Department on August 17, 2018. For Site A, the main points discussed were: access from Hempstead Turnpike directly to the FCC to avoid delays in getting to this area and avoid potential interference with occupant evacuation and access to the FCC in the case of an emergency; location of hydrants for the loading dock and utility area; and emergency vehicle access. Specifically, for the proposed hotel, the main discussion areas centered on access around the entirety of the hotel, the aerial apparatus access road dimensions, and the location of fire hydrants near the building. The main discussion points for Site B concerned standpipe locations, hydrant locations and size of hydrant mains, as well as fire service through separate mains in Hempstead Turnpike and 109th Avenue.

A meeting was held on November 16, 2018 with the Elmont Fire Department to discuss updated plans presenting hydrant and standpipe layouts, overall EVA access, fire ratings for the structures, and egress routes. Both the OFPC and the Elmont Fire Department will continue to review and provide input regarding the site plans as they continue to be refined.

Correspondence was also transmitted to the Floral Park Fire Department. This was followed up on with a telephone call on June 1, 2018. A response was received by the Floral Park Fire Department on October 26, 2018 that expressed a concern regarding the potential for impacts on emergency vehicle response times on local roadways (particularly Plainfield Avenue). As noted above, a meeting of local, regional, and state emergency service providers was held subsequent to the publication of the DEIS, wherein several local fire departments participated to discuss, among other items, emergency response times. These TMP stakeholders, including emergency service providers, would remain engaged throughout the development process and would have a continuing role as stakeholders in the monitoring emergency response time, among other things.

The potential impact of the Proposed Project on emergency vehicle response times is addressed in Chapter 11, “Transportation,” and Chapter 17, “Mitigation,” but is summarized within the *Police Protection* subsection, above. The following sections present the proposed fire protection measures identified by the Applicant for specific components of the Proposed Project.

ARENA

Prior to mobilization, the Applicant’s site safety manager would meet with the Elmont Fire Department and give it an overview of the Proposed Project, including schedule and site logistics. NYAP would develop an emergency action plan for the Project, which would be shared with the Elmont Fire Department. As construction progresses, and site logistics changes, the Elmont Fire Department would be kept updated.

During operations, the arena would incorporate the FCC at the event level that would be accessed through the truck marshalling yard associated with the arena. The FCC would be used prior to, during, and after games/events by the Proposed Project’s private security staff to coordinate incident response and facilitate communication and surveillance. Security personnel would be primarily stationed at the FCC at the event level. There would be a Security Room at the mezzanine level that would serve as a secondary location for security personnel. The main focus of the secondary level would be for public awareness. There would be a first aid station inside of the proposed arena, and emergency medical staff/medics would be posted there to provide first aid to patrons and employees for all major events. A third-party vendor would be contracted for ambulance service, as necessary.

HOTEL/OFFICE

The Fire Protection system would conform to local Code and Fire Department regulations as necessary for a full-sprinklered building. A combination sprinkler/standpipe system would be designed and installed to meet all appropriate hazard classifications. The system would include an approved fire water entry system, a fire pump, if proven necessary by hydraulic calculations, standpipes for Fire Department use, and distributed sprinkler systems with appropriate zoning, monitoring, alarms, and safeties. At a minimum, the hotel would be zoned per floor and interlocked with any required smoke control systems. Appropriate Fire Department connection(s), backflow preventer and test connections would be installed.

RETAIL

All retail assets on Sites A and B would meet national and local fire life safety codes with consideration to building design, construction, and ongoing operations. Where required, all retail

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

units would have charged sprinkler systems and hydrant systems with buildings being serviced by externally located hydrants in back-of-house areas. The hydrant system at the retail facilities would meet required applicable international fire code and is being developed in conjunction with the OFPC and the local responding Elmont Fire Department. In addition, the retail village would include a standpipe system with pre-piped hose connections in coordination with the Elmont Fire Department.

For Site B, a centralized fire alarm system with detectors and annunciators distributed to each retail unit and all retail village common areas is continuously monitored by on-site professional security officers. The fire alarm system would be connected to the fire suppression sprinkler system, where present, to meet applicable adopted building and fire code requirements.

Emergency Vehicle Access (EVA) is incorporated into each aspect of the retail village design. At the retail village on Site B, the EVA route allows access to the exterior perimeter of the retail village. In addition, the EVA route includes two crossover paths, which would allow deeper access into the heart of the development. The entire EVA route system is accessed from 3 site entry locations, as determined by coordination with state and local fire officials.

In addition to local fire department input on the proposed plans, the OFPC would provide fire code review and has permitting jurisdiction. Meetings have been held amongst the appropriate parties and would continue to occur throughout the planning, development, and construction processes.

OTHER DIRECTLY AFFECTED AREAS

For the other directly affected areas, the NCPD EAB would be the primary responder to any emergency medical incidents on the North, South and East Lots, as well as the proposed substation, with the Elmont Fire Department providing supplemental service. Fire-related incidents at these facilities would be handled by the Elmont Fire Department as the primary responder. See the discussion of emergency vehicle response time in the “Police Protection” subsection above, and in Chapter 11, “Transportation.”

Furthermore, as described in Chapter 15, “Construction,” during construction, the Project Contractor would coordinate with the Elmont Fire Department and OFPC to minimize risks and emergencies during the construction period. The Contractor would develop a Fire Prevention Plan, including a plan for emergency vehicle access to and from the Project Sites.

With implementation of the Proposed Actions, the Red Cross trailers located in the area of the proposed electrical substation (adjacent to the North Lot) would be relocated on the Belmont Park property or to Aqueduct Raceway. According to a representative from NYRA, the Red Cross is aware that it would have to move the trailers should the Proposed Project be approved. As soon as NYRA were to receive the request from PSEG-Long Island for the start of construction of the electrical substation, the trailers would be moved to another location.

Based on the information provided, no significant adverse impacts to fire protection and ambulance/EMS services would result.

WATER SUPPLY

Representatives of the Applicant met with the WAWNC on September 6, 2017, May 14, 2018 and September 25, 2018 to discuss the Proposed Project’s water demand. A follow-up meeting between the Applicant and the WAWNC is proposed to discuss the results of hydrant flow tests, determine where secondary service for Site A would be tapped, and if a water main extension in

Hempstead Turnpike would be required to service the Proposed Project, based on the water calculations, discussed below.

Based on flow factors from the NCDPW “Minimum Design Flow Standards for Sewered Areas,” the combined average daily domestic water demand for the proposed redevelopment of Sites A and B is estimated at approximately 135,925 gpd, with a peak water demand of 2,600 gpm.⁶ Calculations of anticipated water usage are provided below (Table 3-3).

**Table 3-3
Projected Water Demand under the Proposed Project**

Use	Size	Factor*	Total (gallons per day)
Site A			
Arena	19,000 seats	See Note**	50,785 gpd
Hotel (internal conference center)****	250 rooms 20,000 SF (700 seats)	150 gpd/unit 15 gpd/seat	37,500 gpd 10,500 gpd
Retail (wet)	2,000 SF	0.15 gpd/SF	300 gpd
Retail (dry)	83,000 SF	0.03 gpd/SF	2,490 gpd
Office Space/Community Space	40,000 SF	0.06 gpd/SF	2,400 gpd
Total for Site A			103,975 gpd
Site B			
Retail (dry)	320,000 SF	0.03 gpd/SF	9,600 gpd
Restaurant (sit down)	21,000 SF (700 seats)	30 gpd/seat	21,000 gpd
Restaurant (take out/wet retail)	9,000 SF	0.15 gpd/SF	1,350 gpd
Total for Site B			31,950 gpd
TOTAL (Sites A and B) (gpd)			135,925 gpd
Notes:			
* Nassau County design sewage flow rates			
** Including restaurant/bar spaces within the arena. This estimate is based on proprietary data using similar sized arenas with similar amenities, as there is no equivalent in the NCDPW “Minimum Design Flow Rates for Sewered Areas” publication.			
*** This figure includes restaurant/bar spaces within the arena.			
**** Between the DEIS and FEIS, this space was shifted from the hotel to the arena. This shift does not affect the total projected water demand for Site A.			
Source: Nassau County Minimum Design Sewage Flow Rates for Sewered Areas			

According to data provided by the Applicant, the conservative estimate of the area to be irrigated is approximately 15 acres. This area includes the landscaping on Site B located over the underground parking garage. While this area is not considered pervious, since it is above the parking garage roof, it requires irrigation. Based on this, the total irrigation during the growing season (about March 15 through November 15) is conservatively estimated at 50,000 gpd to 75,000 gpd.

The Proposed Project would employ a number of water conservation measures to reduce the projected water demand estimated in Table 3-3.

- Site A: achieving 20 percent or more potable water reduction for landscape irrigation water demands; saving over 35 percent potable water through the use of low-flow and low-flush fixtures, including pint-flush urinals, and low-flow showerheads; incorporating base-building

⁶ Irrigation was not taken into account in the peak flow calculation as it is assumed that the irrigation system would not be used during peak usage of arena/retail.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

and additional water subsystem meters for the irrigation and boiler water subsystems to track usage and identify leaks, contributing to long-term operational water savings; and conducting local water sample tests to identify water quality parameters necessary in optimizing the cooling tower cycles, systems operation, and reducing the make-up and blow-down process water use during the operational phase of the Arena.

- Site B: achieving 30 percent or more potable water reduction for landscape irrigation water demands; saving over 20 percent potable water through the use of low-flow and low-flush fixtures, including pint-flush urinals, and low-flow showerheads; and incorporating base-building and additional water subsystem meters for the irrigation and boiler water subsystems to track usage and identify leaks, contributing to long-term operational water savings.

Further, to conserve water on both Project Sites, native plant species would be installed to minimize the need for irrigation. Irrigation systems would be equipped with rain sensors, and drip irrigation is expected to be used in order to reduce water usage. The Applicant would target Leadership in Energy and Environmental Design (LEED) v4 certification.

The Applicant and the WAWNC have been meeting throughout the environmental review process regarding water supply to the Proposed Project. It has been determined that the proposed arena development would include the construction of an on-site water main comprised of two service taps. One service tap would connect to the existing 12-inch main in Hempstead Turnpike, and the second service tap would connect to the new main on the south side of Hempstead Turnpike. The on-site main would form a loop and the dual taps would allow for redundancy of service. Meters and backflow prevention devices would be installed at both tap locations. Service for the proposed arena would be provided via an 8-inch diameter fire service line and an 8-inch diameter domestic service line, which would be tapped from the proposed on-site water main loop. Additional 6-inch taps would be made from the on-site main for service to site hydrants and other proposed on-site uses.

The proposed hotel development would include the construction of an on-site water main comprised of two service taps. One would connect to the existing 12-inch main in Hempstead Turnpike, and the second would connect to a new main on the south side of Hempstead Turnpike, if it is deemed necessary by WAWNC, which is currently evaluating its infrastructure needs based on the water demand generated by the Proposed Project. The on-site main would form a loop and the dual taps would allow for redundancy of service. Meters and backflow prevention devices are proposed to be installed at both tap locations.

The on-site water supply infrastructure for the other portions of Site A, including the office and community space, is currently being developed.

The proposed redevelopment of Site B is expected to include the construction of an on-site water main comprised of two service taps. One service tap would connect to a new main in Hempstead Turnpike, while the second service tap would connect to the existing main that traverses the site in an easement. The on-site main would form a loop around the perimeter of the site and the dual taps would allow for redundancy of service. Meters and backflow prevention devices are proposed to be installed at both tap locations. Taps for fire hydrants, fire service, and domestic service for individual tenants are proposed to be made from this on-site main. The size and number of these taps have not yet been finalized at the time of publication of this EIS.

The Applicant will continue coordination with the WAWNC to determine the appropriate routing and sizing of the new main and the pavement restoration methods associated with its construction. Additionally, based on the Applicant's communications and meetings with the WAWNC, the

WAWNC has recognized that it will need to monitor its pumping operations and adjust filling timeframes, as necessary. Continuing communications with the WAWNC have indicated that no new infrastructure would be required for storage purposes. For these reasons, the Proposed Project would not result in significant adverse impacts on WAWNC's infrastructure and its pumping and storage operations. Overall, based on consultations with the WAWNC regarding water supply, is anticipated that there would be no significant adverse impacts due to the implementation of the Proposed Project.

SEWAGE DISPOSAL

Based on flow factors from the NCDPW undated publication entitled "Minimum Design Flow Standards for Sewered Areas," the combined average daily sewer flow for the proposed redevelopment of Sites A and B is estimated to be approximately 135,925 gpd, with a peak sewage discharge of 2,600 gpm. The calculations are the same as those presented in **Table 3-3** for water demand.

Representatives of the Applicant met with the NCDPW on September 6, 2017 to discuss the Proposed Project's sewer infrastructure conditions and needs. An additional meeting was held on September 13, 2018 to discuss potential future connections and the potential need for new infrastructure for Site B.

As described above, the Belmont Racetrack Grandstand is currently connected to sewer service via an 8-inch diameter sanitary line, which expands to an 18-inch diameter on the east side of the Grandstand. The 18-inch diameter line continues eastward through the stable area and connects to an existing sanitary sewer trunk line running through the practice track. The trunk line flows from north to south and measures 21 inches in diameter exiting the property at the southern boundary and continuing in a southeasterly direction. Sanitary flow from Site A is proposed to connect to the 18-inch sanitary main just east of the Grandstand.

For Site B, there are existing sewer mains located in Huntley Road, Wellington Road, and 106th Avenue that are available for connection. NCDPW indicated that these existing sewer mains have the capacity to accept the sewer discharge from Site B, which eliminates the need to pump the sanitary sewer discharge across Hempstead Turnpike. However, an on-site lift/pump station (that would not adversely affect off-site infrastructure or conveyance) may be required based on the invert elevations of the sewer mains. The Applicant is continuing to consult with the NCDPW throughout the environmental review process.

The NCDPW has issued an availability letter indicating that both the local infrastructure and the Bay Park STP have capacity to serve the Proposed Project (Appendix A). The proposed redevelopment of the Project Sites would require on-site connections, but would not require changes to off-site sewer infrastructure. Therefore, there would be no significant adverse impacts due to the implementation of the Proposed Project.

SOLID WASTE

To determine future solid waste volumes, solid waste generation rates were applied to the components of the Proposed Project. **Table 3-4** presents the total solid waste volumes expected with implementation of the Proposed Project. As shown in **Table 3-4**, it is estimated that the Proposed Project would generate approximately 50.5 tons of solid waste per week on Site A and 44.5 tons of solid waste per week on Site B, for a total of approximately 95.0 tons per week under the Proposed Actions. These figures are conservative as they assume, among other things, 100

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

percent occupancy of the 19,000-seat arena, and 100 percent hotel occupancy, 365 days per year. Actual solid waste generation is expected to be significantly less than the total calculated herein.

Table 3-4
Projected Solid Waste Generation under the Proposed Project

Use	Size	Solid Waste Rate	Total (pounds [lbs] per day)
Site A			
Arena	19,000 seats	0.62 lbs/day/seat	11,780 lbs/day
Hotel (internal conference center)***	250 rooms 20,000 SF (700 seats)	3.0 lbs/room/day 0.5/seat/day	1,100 lbs/day
Retail	85,000 SF*	13 lbs/1,000 SF/day	1,105 lbs/day
Office Space/Community Space	40,000 SF	1 lb/100 SF/day	400 lbs/day
Total for Site A			14,385 lbs/day 50.5 tons/week
Site B			
Retail	320,000 SF*	13 lbs/1,000 SF/day	4,160 lbs/day
Restaurant – Sit-Down	4,200 meals**	2.0 lbs/meal/day	8,400 lbs/day**
Restaurant – Take Out	9,000 sf	13 lbs/1,000 SF/day	117 lbs/day
Total for Site B			12,677 lbs/day 44.5 tons/week
TOTAL (Sites A and B) (lbs per day)			27,062 lbs/day
TOTAL (Sites A and B) (tons per week)			95.0 tons/week

Notes:

* Site A would include up to 135,000 gsf, and Site B would include up to 350,000 gsf of luxury outlet stores within a “retail village.” As the total amount of retail for the Proposed Project would not exceed 435,000 gsf across the entire development, the analysis assumes 85,000 gsf of retail on Site A, and 350,000 gsf of retail on Site B.

** Assumes six meals per day per 700 seats within 21,000 SF of sit-down restaurant space.

*** Between the DEIS and FEIS, this space was shifted from the hotel to the arena. This shift does not affect the total projected solid waste generation for Site A.

Sources: Hotel, Office, Restaurant and Retail use: *Environmental Engineering*, 5th Edition 2003 edited by Joseph A. Salvato, Nelson L. Nemerow and Franklin J. Agardy.

Arena: Jeanne F. Becker and Associates, Inc. West Cook Country Solid Waste Needs Assessment (June 1988).

As with the No Action condition, it is expected that private carting would continue to handle the project demands for solid waste collection with expanded service to the Project Sites. The total volume of this waste is anticipated to be 95 tons per week in 2021. This is the equivalent of approximately 13.6 tons per day. Given that the typical sanitation truck averages a 12.5-ton capacity,⁷ the estimated increment based on extremely conservative assumptions would be slightly more than one additional truck load per day.

A portion of the existing solid waste generated in the Backyard area (portion of Site A) would be eliminated, but would be replaced with solid waste generation from the proposed facilities in this area. Therefore, the solid waste indicated in **Table 3-4** represents a gross figure.

⁷ Chapter 3.13, “Solid Waste and Sanitation Services” of the *Final Environmental Impact Statement for East 125th Street Development*, New York City Economic Development Corporation, August 2008.

Implementation of the Proposed Project would not impact the operations of the existing manure/hay waste facility that is situated in a portion of the Training Track interior (adjacent to the proposed parking area within the East Lot).

Recycling would be implemented during construction and operations. Construction waste would be diverted from landfills by separating out materials for reuse and recycling. Opportunities for early diversion of wood and asphalt waste streams, during construction of the proposed arena, exist. Further, recycled materials such as steel and cement replacements would be used for the construction of the buildings on the Project Sites. During the construction period, a significant percentage of construction waste would be recycled, while the Applicant would also look to utilize pre- and post-consumer recycled materials within building specified products. Additional discussion of green and sustainable solid waste reduction practices during construction at the Project Sites, in accordance with U.S. Green Building Council (USGBC) LEED requirements, is contained in Chapter 14, "Climate Change."

At a minimum, during operations, glass, paper, metal, cardboard, and plastic are proposed to be recycled at all the facilities at the Project Sites, in accordance with LEED requirements. Recycling bins would be placed throughout the Project Sites (indoor and outdoor) to encourage recycling by all guests. In addition to the materials cited above, the arena would have dedicated storage for—and would participate in the proper disposal of—batteries, light bulbs and electronic waste. Furthermore, the Applicant plans to engage "environmental concessionaires" who, in their operations, use recyclable and/or compostable serving ware.

During construction, solid waste disposal shall be handled by a waste services company specializing in sorting, recycling and disposing of all elements of construction debris. The selected contractor would be committed to sustainability and LEED requirements. The construction manager would maintain the site cleanliness and have trash receptacles and debris containers managed appropriately throughout the Project. During operations, trash and recycling receptacles would be located throughout Sites A and B and all associated parking lots. Solid waste would be stored on Sites A and B in relation to all Project components within enclosures to screen them from public view. Solid waste associated with the arena would be stored in the marshaling area. All solid waste and recyclables would be collected and disposed of by a private carter.

Based on the foregoing, there would be no significant adverse impacts on commercial solid waste collection and disposal services, nor would the Proposed Project conflict with existing solid waste management objectives.

ELECTRICAL SERVICE

Early in the review process, PSEG Long Island developed initial demand loads for the Proposed Project components and identified that the existing electrical service is not adequate for the Proposed Project. PSEG Long Island indicated that new service consisting of a new substation at or near the Project Sites is needed to serve the Belmont Park redevelopment. PSEG Long Island is seeking approvals for easements from the FOB for an approximately 42,450-square-foot area for construction of the substation, which would serve both Sites A and B. The proposed substation easement area is to be located immediately west of the North Lot between the on/off ramps of Cross Island Parkway. The substation would have fencing and a tree-lined buffer to conceal electrical equipment from the surrounding views. Transmission lines would be routed underground along the perimeter of the Belmont Park Racetrack and would continue east approximately 1.5 miles towards Belmont Park's entrance/exit on Plainfield Avenue. At this point, the transmission lines would transition to two riser poles on Plainfield Avenue where they would

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

then connect to the existing overhead lines on Plainfield Avenue. A transmission overpass would be installed to connect to the existing overhead circuit on Plainfield Avenue. PSEG Long Island is currently preparing plans for the design of the substation and the routing of primary service to Site A. Secondary services will then be routed to each use on both Project Sites.

In addition to the Project Sites, it is likely that the North Lot would need new, additional or upgraded utility line extensions to handle new and additional lighting within these parking lots.

As the proposed arena, as well as the other components of the Proposed Project, would demand large electrical loads, PSEG Long Island would install new meters that would be located in the arena's main medium voltage distribution boards that would only feed the arena. All feeders for the hotel, retail space, and arena would run underground from the proposed newly constructed substation. The Proposed Project would add to the existing demand for electricity resources at Belmont Park. Estimated annual electrical usage is summarized in Chapter 14, "Climate Change." The construction of the new substation would ensure that there is no loss of electrical supply at Belmont Park and in the surrounding area. Therefore, with the construction of the proposed new substation and transmission lines, there would be no significant adverse impacts to electrical infrastructure, service, and usage.

The proposed PSEG Long Island electrical substation, distribution feeders, and transmission lines that would be constructed as a result of the Proposed Actions could affect local EMF levels in nearby areas. Magnetic fields are one of the basic forces of nature. Any object with an electric charge on it has a voltage (potential) at its surface and can create an electric field. When electric charges move together (an electric current), they create a magnetic field. The strength of a magnetic field depends on the magnitude of the current, the configuration/size of the source, spacing between conductors, and distance from the source. Magnetic fields decrease in strength as the distance from the source increases. Magnetic flux density is a measure of the strength of a magnetic field over a given area and is reported in units of gauss (G), or more typically in units of milligauss (mG), which are equal to one-thousandth of a gauss (i.e., 1 mG = 0.001 G).

Typical exposure in the home to man-made EMFs is likely to be greatest from house wiring, electrical appliances, and ground currents in plumbing, gas lines, and steel girders. Exposure to internal and external natural EMFs also occurs related to the normal physiological functions of the body and geomagnetic field of the earth. As a result, everyone is continuously exposed to EMFs, although intensities of exposure vary widely over time, depending on a person's proximity to electrical devices and wiring.

To date, there is no dose-effect relationship that has been identified for exposure to EMFs, nor has any generally accepted mechanism for interaction with EMFs been identified that may lead to health effects. Studies have been inconclusive in their findings, including epidemiological research that has looked for associations between occupations with presumed greater than average exposure to magnetic fields and adverse health effects.

The New York State Public Service Commission (PSC) has established design standards⁸ for electric and magnetic fields from overhead transmission lines. The current PSC interim standard for electric fields is a maximum of 1.6 kilovolts per meter (kV/m), and for magnetic fields is 200 mG, measured at one meter above grade, at the edge of the right-of-way. In addition, voluntary guidelines have been established by the American Conference of Governmental Industrial

⁸ Statement of Interim Policy on Magnetic Fields of Major Electric Transmission Facilities, New York State Public Service Commission (Issued and Effective: September 11, 1990).

Hygienists (ACGIH) and the International Commission of Non-Ionizing Radiation Protection (ICNIRP), which have been endorsed by the World Health Organization. The ACGIH threshold limiting value for workforce protection is equal to 10,000 mG and the ICNIRP general public exposure limit from magnetic fields is 800 mG.

The proposed PSEG Long Island substation would connect to the existing 69 kV overhead service on Plainfield Avenue. As a result, EMF exposure levels may increase in the immediate vicinity of the substation and power lines. However, EMF levels from a substation are not considered hazardous. Moreover, due to the distance of the nearest residence, which is approximately 450 feet from the proposed substation (beyond the Cross Island Parkway and LIRR tracks) and over 1,000 feet from the Floral Park-Bellerose School athletic field, any increases from the substation would not be significant. Typical maximum magnetic field strength at locations immediately adjacent to the new substation would be expected to be in the range of 1 to 25 mG, and maximum fields would be expected to be within 0 to 2 mG at distances of 100 feet or more from the substation.⁹ Furthermore, the estimated levels for all PSEG Long Island substations have been below the PSC interim standard for electric fields of 200 milligauss. At all locations near the proposed substation, the maximum strength of any magnetic field would be significantly below the exposure values established for the general population by the PSC and the ICNIRP.

Regarding transmission lines, typical magnetic field strength directly below a 69kV power transmission line is 10 to 30 mG, and 3 to 9 mG at a distance of 50 feet from the line,¹⁰ and at a distance of 100 feet from the transmission line centerline, the strength of the magnetic field would typically drop to less than 2 mG,¹¹ Field strength decays with distance, and consequently at distances beyond 100 feet, the magnetic field would be expected to be 0 to 1 mG. Likewise, the proposed new feeders and transmission lines would be underground and would almost entirely be on Belmont Park property; therefore, any increases from the proposed new feeders and transmission lines would not be significant.

Magnetic field levels in nearby buildings would vary depending upon the contribution from other indoor sources, e.g., appliances and wiring. However, at all locations adjacent to where the transmission lines would transition from underground to the existing 69kV overhead service on Plainview Avenue, the strength of the magnetic field would be significantly below the exposure limit guideline established for the general population by the ICNIRP. Furthermore, due to average distance of electrical distribution lines from residences, as well as the levels of EMFs from electrical distribution lines, the levels within residences from the electrical distribution lines would be negligible. Therefore, there would be no significant adverse environmental impact from the installation of the proposed transmission lines.

Therefore, there would be no significant adverse environmental impacts associated with EMF levels to the surrounding community due to the construction of the new PSEG Long Island substation.

NATURAL GAS SERVICE

Although natural gas is available in the vicinity of the Project Sites, at the time of completion of this FEIS, National Grid has stopped processing new applications for service for all residences.

⁹ Southampton to Bridgehampton Transmission Line and Expansion of Bridgehampton Substation Project, Final Environmental Impact Statement, Chapter 14, "Electric and Magnetic Fields," 2008.

¹⁰ Electric and Magnetic Fields, PSEG, last accessed on October 19, 2018 from https://www.psegtransmission.com/sites/default/files/file/files/property_owners/EMF_brochure_web.pdf

¹¹ Southampton to Bridgehampton Transmission Line and Expansion of Bridgehampton Substation Project, Final Environmental Impact Statement, Chapter 14, "Electric and Magnetic Fields," 2008.

Belmont Park Redevelopment Civic and Land Use Improvement Project FEIS

small businesses, and large development projects due to NYSDEC's rejection of the water quality permit for the Williams Pipeline, also known as the NESE project. The applicant for the pipeline has begun to address NYSDEC's concerns and is hopeful that a mutually agreeable solution can be achieved. However, developments that require new gas connections for new projects must seek alternative fuel sources, as National Grid cannot be relied upon to supply natural gas.

In the absence of natural gas, the Applicant is considering the use of LPG propane service. If LPG is used, it would be stored in two approximately 30,000-gallon tanks installed below ground, sufficient to serve the entire Project. It is expected that these tanks would be located on the south side of the proposed arena, near Red Road. The location south of the arena would facilitate distribution to the proposed hotel and to the retail village on Site B. It is anticipated that deliveries would be on the order of one tanker truck following an arena event.

Another scenario under consideration in lieu of natural gas assumes that the required loads for the arena, hotel, retail and dining, and office and community space on Site A and retail village on Site B would be served by electric-powered systems, with the exception of cooking and potentially certain other uses, which would use natural gas or LPG propane gas. Under this scenario, the heating and hot water systems would be primarily or completely served by electric-powered Packaged Terminal Air Conditioner (PTAC) units and heat pumps.

Nevertheless, should natural gas service be available in the future, in order to provide gas service to the development, the existing gas main would need to be extended by National Grid, consisting of approximately 800 LF of 8-inch gas main. National Grid has also determined that upgrades to its infrastructure would be required to provide the demand to the Proposed Project, consisting of replacement of about 1,900 LF of 8-inch gas main to replace a 4-inch gas main in Hempstead Turnpike and 600 LF of new 4-inch gas main in Dutch Broadway between N. Corona Avenue and Franklin Avenue in order to help restore pressure in the Valley Stream low area affected by the added Project load.

The existing gas service line that extends north from Hempstead Turnpike and enters the Grandstand from the north would need to be relocated due to proposed development (the proposed hotel) on Site A. The proposed buildings on Site A would connect to gas service via individual taps from the existing main in Hempstead Turnpike. Depending on direction provided by National Grid, the proposed redevelopment of Site B would either be comprised of individual taps for each use or the installation of an on-site gas main (and associated easement) extending from Hempstead Turnpike around the perimeter of the site. If a main extension is needed, tenants on Site B would have individual service taps connecting to the on-site main.

The projected natural gas consumption for the Project Sites, if such service is available, as indicated in the greenhouse gas analysis for the Proposed Project contained in Chapter 14, "Climate Change," is anticipated to be approximately 88 million cubic feet per year for heat and hot water per year for all uses combined. However, as noted in Chapter 14, this is a preliminary estimate that is based on existing similar uses and does not yet include specific design measures intended to reduce energy consumption and greenhouse gas emissions. *