A. INTRODUCTION

This chapter considers the potential for the Proposed Actions to affect visual resources. The Proposed Project would redevelop approximately 43 acres of Belmont Park property located south of the Belmont Park Racetrack and Grandstand. The Proposed Project on Site A would include a new arena, hotel, retail, office and community space, publicly accessible open space, and enclosed parking within the podium of the hotel. The Proposed Project on Site B would include retail space, publicly accessible open space, and parking spaces mostly below grade. In addition, the Proposed Project would include changes to the North, South, and East Lots, and a new electrical substation would be located between the North Lot and the Cross Island Parkway to the west of the North Lot.

This analysis has been prepared in accordance with the State Environmental Quality Review Act (SEQRA) and the New York State Department of Environmental Conservation (NYSDEC)'s *Assessing and Mitigating Visual Impacts* policy memorandum (DEP-00-2, issued 7/31/2000) on assessing and mitigating effects on aesthetic resources.

PRINCIPAL CONCLUSIONS

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

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

The Proposed Project on Site B would be partially visible from Huntley Road and a segment of Wellington Road in Elmont, which are residential streets located adjacent to the site's eastern boundary. A proposed linear open space would be provided on the east side of Site B, with a landscaped berm that would obscure views from Huntley Road of the lower portions of the buildings on Site B. From Wellington Road, the proposed emergency entrance at 109th Avenue would also remain compatible with the street's setting. The Proposed Project on Site B would not result in any impacts to views to aesthetic resources or diminish the public's enjoyment of a resource, or significantly impact sensitive viewers.

The North Lot, currently consisting of mostly gravel parking areas, would be resurfaced and restriped. The South and East Lots would remain in their existing paved condition. All three lots would be illuminated. The proposed North and East Lots would be made more active and the North Lot would contain small ticketing booths. The East Lot would not contain any permanent ticketing structures. To reduce the potential for visual impacts to the S/NR-eligible Floral Park-Bellerose School and residential streets that abut the North Lot, a hedgerow (at least eight feet in height) with dense evergreen vegetation would be planted along a new replacement fence with privacy screening along the northeastern perimeter of the North Lot (generally following the property line between the North Lot and the Floral Park-Bellerose School), and additional fencing with privacy screening would be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue. Views to the East Lot from residential streets in Floral Park would be partially obscured by the existing vegetation along the northern boundary of Belmont Park Road, which extends along the north end of the Training Track, and by the North Field on Belmont Park property, located north of the Training Track, which would also provide a green buffer. The East Lot parking would also be partially visible from the rear playing fields and running track at Floral Park Memorial High School along Plainfield Avenue, though views would be indirect and at a distance as the parking area is located towards the middle and south ends of the East Lot and views from the school's fields would either be across the existing Pony Track or largely blocked by existing buildings and vegetation, on Belmont Park property.

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

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

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

B. METHODOLOGY

In compliance with NYSDEC guidelines, aesthetic resources were identified, and a visual assessment was conducted. NYSDEC's methodology for assessing and mitigating visual impacts (DEP-00-2)[1] was developed for its review of actions. NYSDEC's methodology defines visual impacts, describes when a visual assessment is necessary and how to review a visual impact assessment, differentiates state and local concerns, and defines avoidance, mitigation and offset measures that eliminate, reduce or compensate for negative visual effects. The methodology and impact assessment criteria established by the policy are comprehensive and can be used by other state and local agencies to assess potential impacts.

DEP-00-2 provides a list of 15 categories of state aesthetic resources that should be evaluated in a visual analysis, constituting properties with the following designations: State/National Register of Historic Places; New York State Parks; Heritage Areas; New York State Forest Preserves; National Wildlife Refuges; State Game Refuges and State Wildlife Management Areas; National Natural Landmarks; National Park System Recreation Areas, Seashores, Forests; Rivers Designated as National or State Wild, Scenic, or Recreational; Sites, Areas, Lakes, Reservoirs, or Highways designated or eligible for designation as scenic; Scenic Areas of Statewide Significance; State or Federally Designated Trails; State Nature and Historic Preservation Areas; Palisades Park; and Bond Act Properties Purchased Under Exceptional Scenic Beauty or Open Space Category. In addition, DEP-00-2 indicates that consideration should be given to resources of local significance. With respect to the identification of locally significant resources, the 2010 SEQR Handbook indicates that the visual analysis should consider whether an aesthetic resource has been established by designation, including designated open space. Therefore, locally designated resources considered include historic properties designated at the local (County/City/Town) level, and locally operated, publicly accessible open spaces such as parks.

According to DEP-00-2, certain variables can affect a viewer's perception of an object or project and the visibility of that object or project in the overall viewshed. These variables include: the character of the landscape (existing vegetation, buildings, and topography); size perspective (reduction of apparent size of objects as distance increases); and atmospheric perspective.[2] According to the NYSDEC guidance, a visual "impact" would occur when there is a detrimental effect on an aesthetic resource that interferes with or reduces the public's enjoyment of a resource, and when the mitigating effects of perspective, such as vegetation, distance, and atmospheric perspective or other designed mitigation do not reduce the visibility of a project to insignificant levels.

Thus, while a project may be visible within a viewshed, mere visibility is not a threshold of significance. A determination of significance depends on several factors: presence of designated historic or scenic resources within the viewshed of a project; distance; general characteristics of the surrounding landscape; and the extent to which the visibility of a project interferes with the public's enjoyment or appreciation of the resource. In addition, DEP-00-2 further indicates that

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[1] DEP-00-2, "Assessing and Mitigating Visual Impacts," July 31, 2000. Accessible at www.dec.ny.gov/docs/permits_ej_operations_pdf/visual2000.pdf.

[2] DEP-00-2 describes atmospheric perspective as the "reduction in intensity of colors and the contrast between light and dark as the distance of the objects from the observer increases." This phenomenon is a product of the natural particles within the atmosphere that scatter light and minimize the significance of the project in the overall viewshed as one moves further away from the project.

proposed large facilities by themselves should not be a trigger in determining impacts, and instead it is a project's siting with respect to aesthetic resources that determines impact significance. A significant adverse visual impact would only occur when the effects of design, distance, and intervening topography and vegetation do not minimize the visibility of an object and the visibility significantly detracts from or causes a diminishment of the public's enjoyment of an inventoried resource.

For the purposes of this analysis, the study area for the visual resources analysis has been defined as the area within a 1/2 mile of all the Proposed Project components, including Sites A and B and the North, South, and East Lots (see **Figure 6-1a**). Given the presence of residential and commercial buildings within the area surrounding the Project Sites, the raised Cross Island Parkway highway infrastructure adjacent to the Project Sites, the generally flat topography, and the presence of mature trees lining many residential streets and within private property lot lines, views of the Project Sites and other directly affected areas[3] are generally limited to locations within or immediately adjacent to Belmont Park. The Main Track and Training Track in the northern portion of the Belmont Park property have relatively few structures, allowing for generally unobstructed distant views of the Proposed Project from the northern boundary of Belmont Park. However, the locations of views across the Main and Training Tracks are within 1/2-mile of the Project Sites, and, therefore, the 1/2-mile study area has been identified as the area in which to assess the potential visual impacts of the Proposed Project, as the proposed changes would be unlikely to be prominently visible from beyond those distances.

Utilizing visual modeling techniques, the conditions that would be present with the Proposed Project were assessed as to their relative visual effects from specific viewpoints and distances on aesthetic resources of statewide concern and on local resources. This modeling was conducted to provide some indication as to whether any specific viewpoint might be associated with obvious positive or negative visual effects. A visual analysis of the proposed lighting scheme was also conducted to assess any effects to inventoried aesthetic resources and other locally sensitive receptors within the study area.

C. EXISTING CONDITIONS

PROJECT SITES

This section describes the visual character of the Project Sites and other directly affected areas. Photographs of existing conditions within each of the Project Sites and other directly affected areas are provided in **Figures 6-2 to 6-7**, with the locations of each photograph indicated in **Figure 6-1b**.

SITE A

Site A is approximately 15 acres in size and is bounded on the south by Hempstead Turnpike, on the west by the Cross Island Parkway and the Belmont Park Station of the Long Island Rail Road (LIRR), on the north by the Belmont Park Grandstand, and on the east by the eastern portion of the Belmont Park "Backyard" area. Site A comprises a surface parking lot south of the Belmont

[3] The "other directly affected areas" are 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.

6.5.19

Project Sites

North, South, and East Parking Lots

Proposed Belmont Electrical Substation

Study Area (1/2-mile perimeter)

Long Island Rail Road (LIRR)

0 2,000 FEET

Visual Assessment
Location Map

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 6-1a

Project Sites

North, South, and East Parking Lots

Proposed Belmont Electrical Substation

Study Area (1/2-mile perimeter)

Long Island Rail Road (LIRR)

Long Island North Shore Heritage Area

Photograph View Direction and Reference Number

0 1,000 FEET

Visual Assessment Location Map
Project Sites

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 6-1b

View northeast of the Backyard within Site A, showing restrooms, bench seating, and Grandstand/Clubhouse in the distance **1**

View east of the Backyard within Site A, showing betting booth and bench seating **2**

Existing Conditions: Project Site A

Figure 6-2

View west of the Backyard within Site A, showing two concession stands at the west end of the Backyard **3**

View north of the water feature located within the southeast corner of Site A **4**

Existing Conditions: Project Site A

View east of the Backyard at the northeast corner of Site A, showing television viewing screens and seating **5**

View north of the Red Lot at the west end of Site A **6**

Existing Conditions: Project Site A

Figure 6-4

View north of the parking lot entrance at the north end of Site B **7**

View south of the parking lot that covers site B **8**

Existing Conditions: Project Site B

Figure 6-5

View east of the South Lot **9**

View south of the North Lot, showing the Grandstand/Clubhouse in the distance **10**

Existing Conditions: Directly Affected Areas

Figure 6-6

View south of the East Lot **11**

View west of the East Lot **12**

Existing Conditions: Study Area
Directly Affected Areas

Park Racetrack and Grandstand, as well as the majority of the Backyard area south of the Grandstand. The Backyard serves as the main grounds for visitors to the Racetrack, with concession stands, a children's play area, seating, a public restroom, a small man-made water feature, and meandering paved walkways (see **Figure 6-2**, photos 1 and 2). Structures in the Backyard within Site A include one-story concession stands, an open-air pavilion, and a betting booth (see **Figure 6-3**, photo 3). A portion of the man-made water feature is within Site A (see **Figure 6-3**, photo 4). Concrete and wooden benches provide seating along the paved walkways and beside concession stands. Outdoor seating is also oriented towards televisions broadcasting live racing (see **Figure 6-4**, photo 5). The Backyard is only accessible to paying patrons of Belmont Park. Trees located along the south side of the Backyard are visible in some views north from Hempstead Turnpike across the large Belmont Park parking lots. West of the Backyard, Site A encompasses a large surface parking lot (see **Figure 6-4**, photo 6).

SITE B

Site B is approximately 28 acres in size and located south of Site A, south of Hempstead Turnpike. Hempstead Turnpike is at the northern boundary of the site, Huntley and Wellington Roads are located to the east, and the Cross Island Parkway is located to the west and south. It is occupied by a paved parking lot surrounded by a chainlink fence (see **Figure 6-5**). A pedestrian/vehicular tunnel and a pedestrian-only tunnel under Hempstead Turnpike connect Site B with Site A.

OTHER DIRECTLY AFFECTED AREAS

In addition to Sites A and B, patrons visiting the Proposed Project would utilize the North, South, and East Lots at Belmont Park for parking. The North Lot is an approximately 39-acre unpaved parcel, bounded by the Main Track to the south, the Cross Island Parkway to the west, the LIRR to the north, Floral Park-Bellerose School to the northeast, and Crocus Avenue, Hazel Place and Mayfair Avenue to the east (see **Figure 6-6**, photo 10). The North Lot is currently used as a vehicle storage lot for car dealerships and for the storage of NYRA equipment and vehicles. It is also used for overflow parking once a year for the Belmont Stakes. The South Lot covers an approximately 17-acre paved parcel used for surface parking; it is located east of Site A and the Backyard, south of the Grandstand and Racetrack, west of the Paddocks and north of Hempstead Turnpike (see **Figure 6-6**, photo 9). The Proposed Project would also utilize the East Lot at Belmont Park for parking. The East Lot is located within the interior oval of the Belmont Park Training Track. The East Lot is currently used for vehicle storage and NYRA employee parking (see **Figure 6-7**, photos 11 and 12).

Immediately to the west of the North Lot is the location of a proposed electrical substation. The electrical substation would be located northwest of the Racetrack, and adjacent to the Cross Island Parkway ramps. New transmission lines to feed the electrical substation would come from existing overhead poles on Plainfield Avenue. These lines would be run to two new riser poles installed just inside the northeast corner of the Belmont Park property. The transmission lines would then run down the pole and transfer underground, running along the northern perimeter of the Belmont Park property until reaching the new electrical substation.

Overall, there are no aesthetic resources located on the Project Sites or other directly affected areas.

STUDY AREA

The approximately ½-mile study area includes neighborhoods within Queens in the City of New York, and the Town of Hempstead in Nassau County. The study area is bisected by the Cross Island Parkway, a six-lane limited access highway that runs north-south to the west of Belmont Park. The LIRR passes east-west through the study area to the north of Belmont Park, with a spur coming down to Belmont Park on the west side of the Grandstand/Clubhouse. Hempstead Turnpike is a major thoroughfare within the study area, passing east-west to the south of Belmont Park. The neighborhood boundaries of the study area are defined by these major transportation corridors.

This section describes the overall visual character of the study area by municipality and then identifies sensitive aesthetic resources as defined in DEP-00-2. Photographs of existing conditions within each portion of the study area are provided in **Figures 6-9 through Figure 6-62** with the location of each photograph indicated in **Figures 6-8**, **6-19**, **6-32**, **6-46, and Figure 6-52**.

BELMONT PARK

Belmont Park is a 430-acre property in the hamlet of Elmont in the Town of Hempstead, Nassau County. The park is located to the north of Hempstead Turnpike and to the east of the Cross Island Parkway, with Plainfield Avenue serving as the eastern boundary, and residential neighborhoods and the LIRR serving as the northern boundary of the property (see **Figure 6-8**). Belmont Park is visible from the surrounding neighborhoods and streets. The Grandstand/Clubhouse and adjacent parking lots (including the Project Sites) are visible from Hempstead Turnpike and the Cross Island Parkway (see **Figure 6-9 and Figure 6-10**). The stables are also visible from Hempstead Turnpike and Plainfield Avenue. The Main Track and Training Track are visible from adjacent residential neighborhoods to the north. Gated entrances to the property are located along Hempstead Turnpike (see **Figure 6-9**) and Mayfair Avenue; however, the Mayfair Avenue entrance remains closed throughout most of the year.

The Main Track and Training Track are located at the center of Belmont Park. The Training Track is situated east of the Main Track, and oriented at roughly 120 degrees to the Main Track. The Main Track spans approximately 1.5 miles, and includes a Dirt Course and a Turf Course. The center of the Main Track is landscaped with infield lakes and turf (see **Figure 6-11**). The interior of the Training Track contains the proposed East Lot, a manure shed and other small support structures, as well as a grassy area that serves as an athletic field for Belmont Park employees and a helipad (see **Figure 6-12**). The Clockers Stand is a two-story building overlooking the east side of the Training Track. North of the Training Track and Belmont Park Road (which borders the Training Track at its north end) is an open space on Belmont Park property (the North Field) that contains grassy fields and a basketball court. This open space is bordered to the north by a vegetative buffer with trees that extends between it and the residential properties to the north. West of the North Field is a dense area with trees. A quarter-mile Pony Track is located east of the Training Track at the eastern edge of the Belmont Park property. The Pony Track is a dirt track surrounding a grassy area that also includes some trees and an athletic field.

The Grandstand/Clubhouse building is located along the south side of the Main Track. The Grandstand/Clubhouse is a 105-foot-tall red brick building with a very large footprint, extending 1,266 feet long on its north and south elevations. On the north elevation, four levels of outdoor seating face the Main Track. The south side of the building features an arcaded façade that opens onto the Backyard (see **Figure 6-13**, photo 9). The arcaded façade is not prominently visible from outside of Belmont Park, as it is set behind parking and other vegetation from Hempstead

Visual Assessment Location Map
Belmont Park

East view of Hempstead Turnpike, and Gate 5 entrance to Belmont Park **1**

Northwest view of Hempstead Turnpike, showing Belmont Park to the right **2**

Existing Conditions: Study Area
Belmont Park

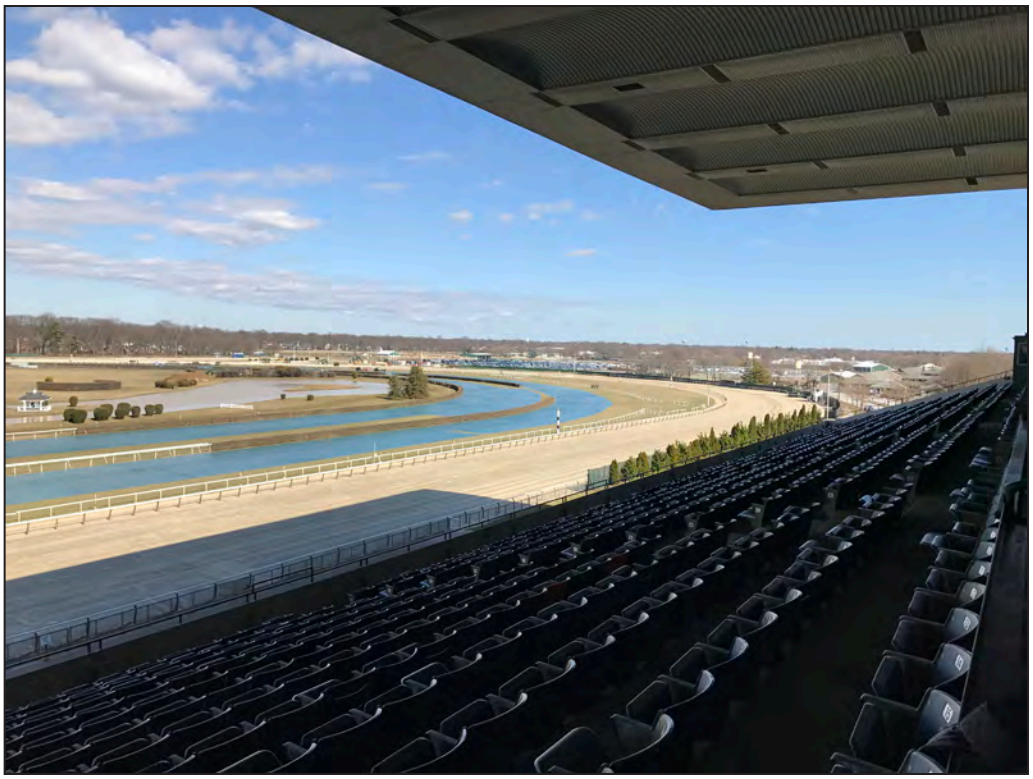
Figure 6-9

Hempstead Turnpike, view northeast to Belmont Park and Cross Island Parkway exit ramp **3**

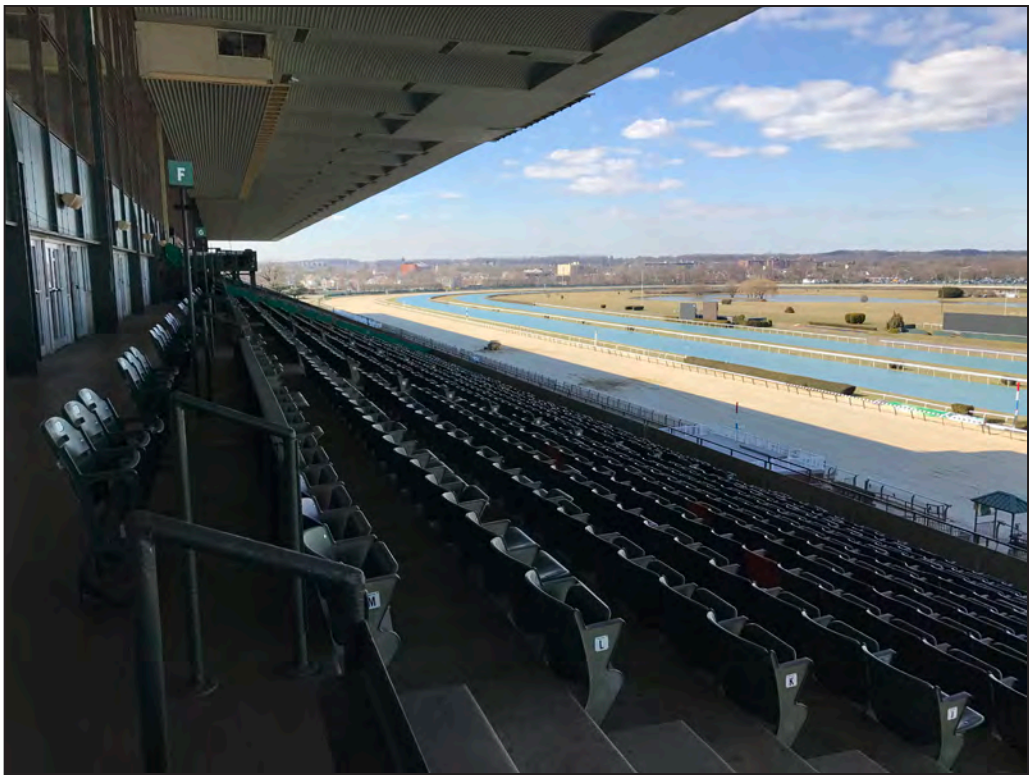
View east on Hempstead Turnpike, showing Project Site A to the left **4**

Existing Conditions: Study Area
Belmont Park

Figure 6-10



View northeast of the Main Track **5**



View northwest of the Main Track **6**

Existing Conditions: Study Area
Belmont Park

Figure 6-11

View north of the Training Track **7**

View of the Manure Shed in the Training Track **8**

Existing Conditions: Study Area
Belmont Park

Figure 6-12

View north of the Grandstand/Clubhouse from the Paddock **9**

View of the east entrance to the Grandstand/Clubhouse **10**

Existing Conditions: Study Area
Belmont Park

Figure 6-13

View northwest of the Paddock, showing the walking ring and the bleachers on the south side of the Grandstand/Clubhouse **11**

View north of the Backyard and Grandstand/Clubhouse within the Paddock **12**

Existing Conditions: Study Area
Belmont Park

View of a wood barn in the stables area **13**

View east of street in the stables area **14**

Existing Conditions: Study Area
Belmont Park

Figure 6-15

View of a wood and concrete barn in the stables area **15**

View northwest of a dormitory in the stables area **16**

Existing Conditions: Study Area
Belmont Park

Figure 6-16

View north of a dormitory in the stables area **17**

View of south of residences and barns along a street in the stables area **18**

Existing Conditions: Study Area
Belmont Park

Figure 6-17

View of a concrete dormitory within the stables area **19**

Existing Conditions: Study Area
Belmont Park

Figure 6-18

Project Sites

South and East Parking Lots

Study Area (1/2-mile perimeter)

Long Island North Shore Heritage Area

Photograph View Direction and Reference Number

Visual Assessment Location Map
Elmont

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 6-19

View west on Hempstead Turnpike, showing Belmont Park to the right **1**

View east on Hempstead Turnpike, showing Belmont Park to the left **2**

Existing Conditions: Study Area
Elmont

View west on Hempstead Avenue **3**

View west on Hempstead Turnpike at junction with School Road, in the east end of the Study Area **4**

Existing Conditions: Study Area
Elmont

Figure 6-21

Hempstead Turnpike, view southeast at Gate 3 showing Site B to the right **5**

Hempstead Turnpike, view south at Cross Island Parkway showing Site B to the left **6**

Existing Conditions: Study Area
Elmont

Figure 6-22

View north on Hathaway Avenue and Fieldmere Street, a residential street south of Belmont Park **7**

View north on Hathaway Avenue and Sussex Street, a residential street south of Belmont Park **8**

Existing Conditions: Study Area
Elmont

View northwest on Warwick Road and 106th Avenue, a residential street south of Belmont Park **9**

View north at Heathcote and Sterling Roads, a residential street south of Belmont Park **10**

Existing Conditions: Study Area
Elmont

Figure 6-24

View north on Locustwood Boulevard, a residential street south of Belmont Park **11**

View south on Wellington Road, a residential street south of Belmont Park **12**

Existing Conditions: Study Area
Elmont

Figure 6-25

Residences on Baylis Avenue, west of 4th Street **13**

Gotham Avenue School, view east on Gotham Avenue **14**

Existing Conditions: Study Area
Elmont

View west on Huntley Road, showing Site B **15**

View north on Huntley Road, showing Site B to the left and Site A in the distance **16**

Existing Conditions: Study Area
Elmont

Figure 6-27

View west on Huntley Road, showing Site B **17**

View of residences on the east side of Huntley Road **18**

Existing Conditions: Study Area
Elmont

Figure 6-28

View west on Wellington Road and 109th Avenue, showing Site B **19**

View West on Wellington Road and Hathaway Avenue, south of Site B **20**

Existing Conditions: Study Area
Elmont

View northwest on Hempstead Turnkpike and Heathcote Road, showing the view of Belmont Park **21**

View north on Carnegie Avenue in Elmont **22**

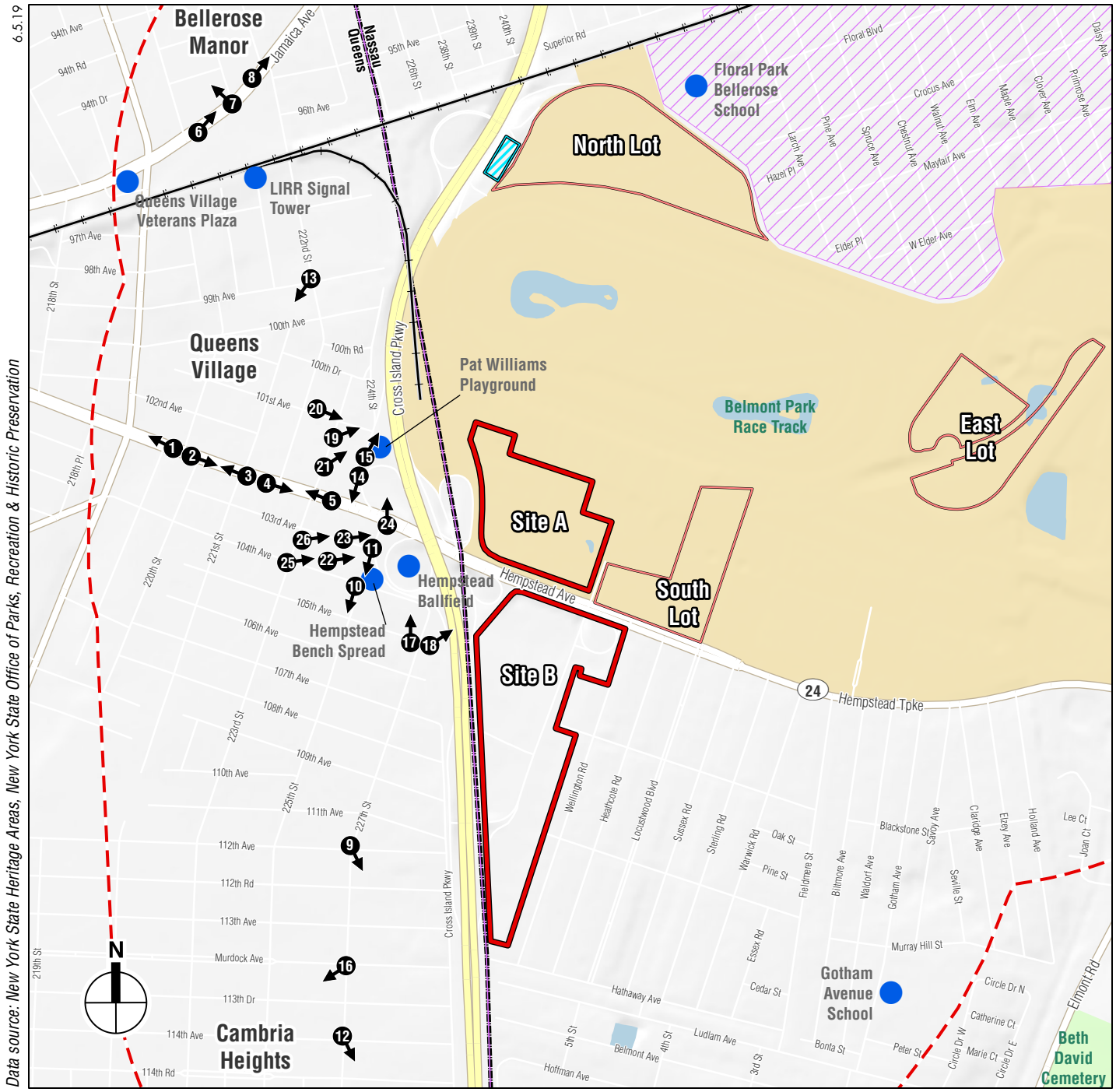
Existing Conditions: Study Area
Elmont

Figure 6-30

View north on Roquette Avenue in Elmont **23**

View east in Hendrickson Avenue Park **24**

Existing Conditions: Study Area
Elmont



Project Sites

North, South, and East Parking Lots

Proposed Belmont Electrical Substation

Study Area (1/2-mile perimeter)

Long Island Rail Road (LIRR)

Long Island North Shore Heritage Area

Photograph View Direction and Reference Number

0 1,000 FEET

Visual Assessment Location Map
Queens Village, Bellerose Manor,
and Cambria Heights

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 6-32

Hempstead Avenue, view west at 219th Street **1**

Hempstead Avenue, view east at 220th Street **2**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-33

Hempstead Avenue, view west at 221st Street **3**

Hempstead Avenue, view east at 223rd Street **4**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-34

Hempstead Avenue, view west at 223rd Street **5**

Jamaica Avenue, view east at 221st Street **6**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-35

Jamaica Avenue, view of commercial buildings between 221st and 222nd Streets **7**

Jamaica Avenue, view east at 222nd Street **8**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-36

View southeast at 227th Street and 112th Avenue showing a corner store in the Cambria Heights neighborhood **9**

View south at 225th Street and 104th Avenue, showing a residential street in Queens Village **10**

Existing Conditions: Study Area
Queens Village, Bellerose Manor, and Cambria Heights

Figure 6-37

View south on 225th Street and 104th Avenue, showing a residential street in Queens Village **11**

View southeast at 114th Avenue and 227th Street, showing a residential street in the Cambria Heights neighborhood **12**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-38

View southwest at 222nd Street and 99th Avenue, showing a residential street in Queens Village **13**

View east at 224th Street between 101st and Hempstead Avenues, showing a residential street in Queens Village **14**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-39

View north on 224th Street, with Pat Williams Playground on the right **15**

View southwest at Murdock and 227th Street, showing a multifamily residence in the Cambria Heights neighborhood **16**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-40

View north on 227th Street near 105th Avenue, showing houses on the west side of 227th Street with distant views of Site A **17**

View northeast on 227th near 105th Avenue, showing the Site A in the distance **18**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

View east of Pat Williams Playground, showing Site A in the distance **19**

View east of Pat Williams Playground from 101st Avenue, showing Site A in the distance **20**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-42

View northeast of Pat Williams Playground **21**

View northeast from Hempstead Ballfield, showing Site A in the distance **22**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-43

View northeast from Hempstead Ballfield, showing Site A in the distance **23**

View south of Hempstead Bench Spread from 225th Street **24**

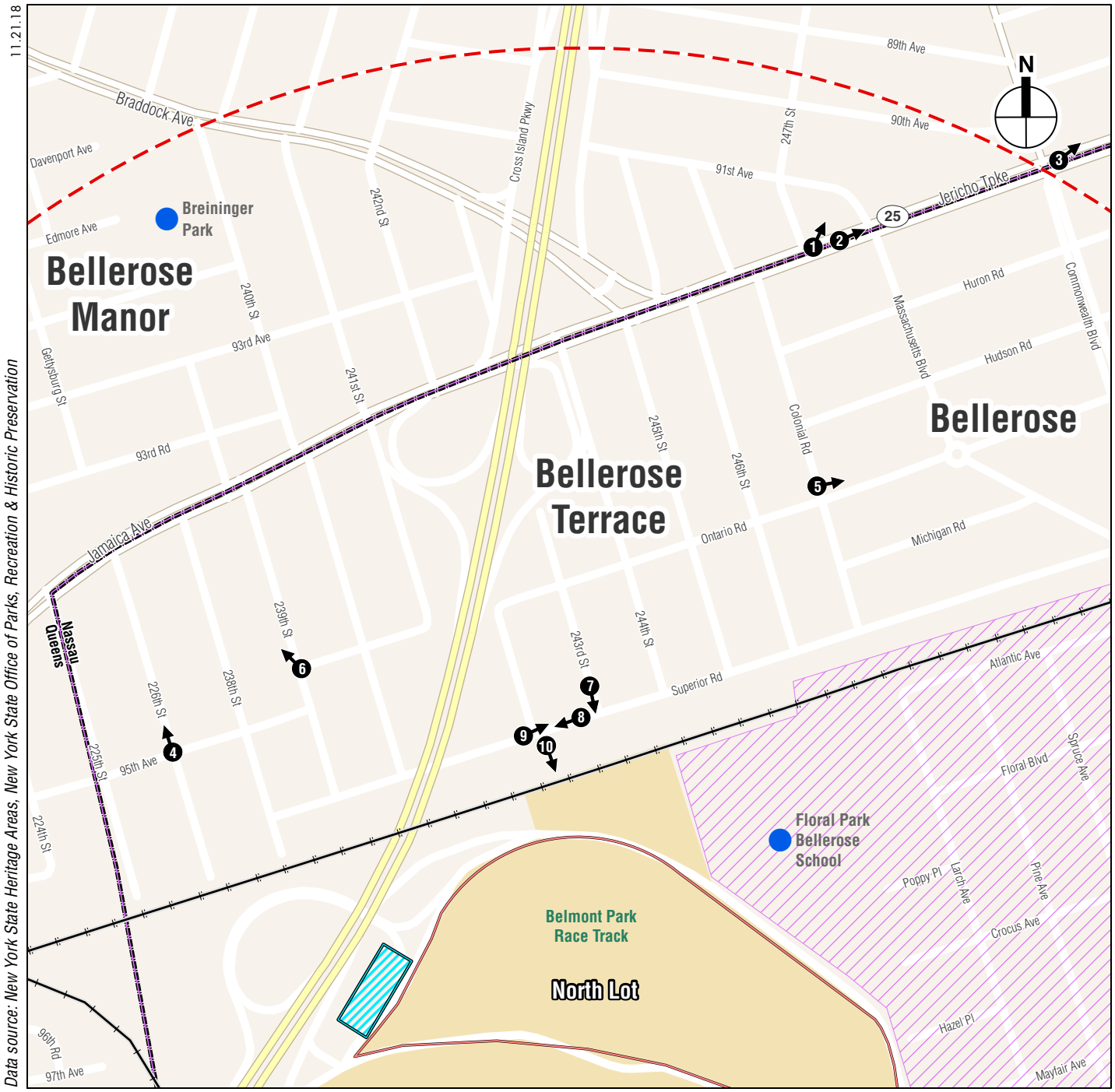
Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

View northeast from Hempstead Bench Spread, showing Site A in the distance **25**

View northeast from Hempstead Bench Spread, showing Site A in the distance **26**

Existing Conditions: Study Area
Queens Village, Bellerose Manor,
and Cambria Heights

Figure 6-45



Visual Assessment Location Map
Bellerose and Bellerose Terrace

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

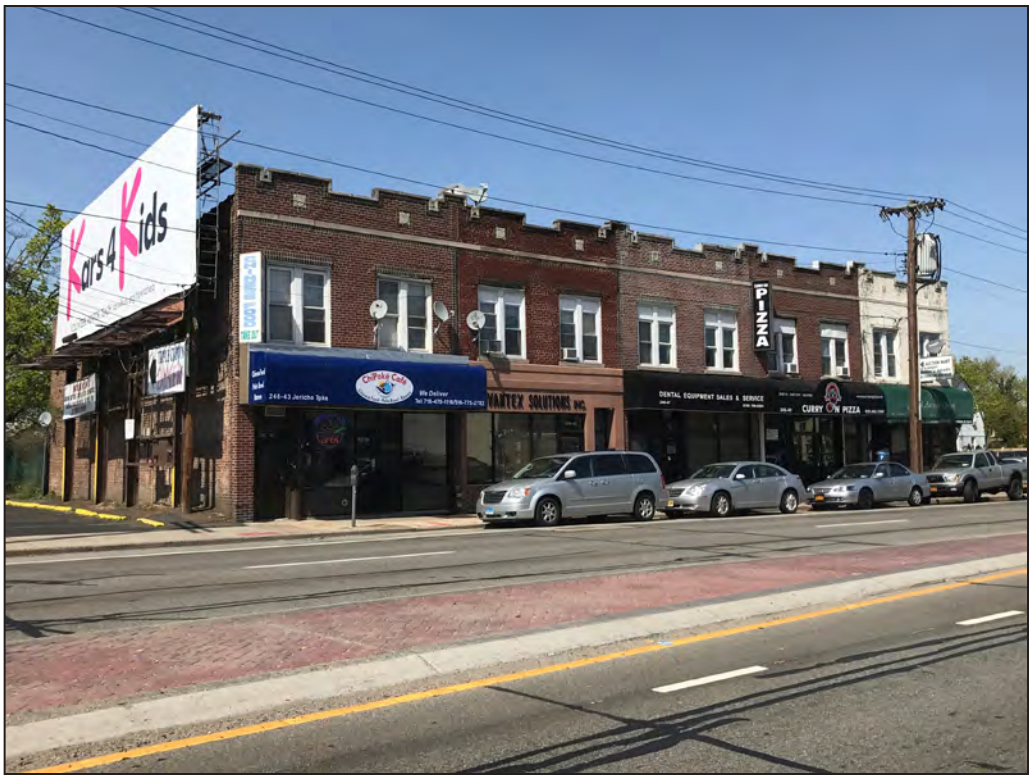
Figure 6-46

Jamaica Avenue, view northeast at 247th Street **1**

Jamaica Avenue, view east at 247th Street **2**

Existing Conditions: Study Area
Bellerose and Bellerose Terrace

Figure 6-47



Jamaica Avenue, view northeast at 248th Street **3**

View north at 225th Street showing single- and multi-family residences in Bellerose Manor **4**

Existing Conditions: Study Area
Bellerose and Bellerose Terrace

Figure 6-48

View northeast at Colonial Road near Ontario Road, showing single-family residences in Bellerose **5**

View northwest at 239th Street and Ontario Road, showing single-family residences in Bellerose Manor **6**

Existing Conditions: Study Area
Bellerose and Bellerose Terrace

Figure 6-49

View south at 243rd Street and Superior Road, showing a residential street in Bellerose Terrace **7**

View west at Superior Road and 243rd Street, showing a residential street in Bellerose Terrace **8**

Existing Conditions: Study Area
Bellerose and Bellerose Terrace

Figure 6-50

View east at Superior Road and 242nd Street **9**

View south at Superior Road and 242nd Street, showing LIRR and Project Sites in the distance **10**

Existing Conditions: Study Area
Bellerose and Bellerose Terrace

Figure 6-51

Visual Assessment Location Map
Floral Park

BELMONT PARK REDEVELOPMENT PROJECT

Figure 6-52

View southeast at Larch and Crocus Avenues in the residential neighborhood **1**

View west at Mayfair and Clover Avenues in the residential neighborhood **2**

Existing Conditions: Study Area
Floral Park

Figure 6-53

View of Plainfield Avenue in South Floral Park **3**

View of Cherry Street east of Plainfield Avenue **4**

Existing Conditions: Study Area
Floral Park

Figure 6-54

View southwest at Mayfair and Pine Avenues, showing the gate to the North Lot in the distance **5**

View southeast at Pine and Atlantic Avenues, with typical single-family residences **6**

Existing Conditions: Study Area
Floral Park

Figure 6-55

View southeast at Spruce and Crocus Avenues, in the residential neighborhood **7**

View south at Chestnut Avenue at the north side of Belmont Park with views of the Training Track **8**

Existing Conditions: Study Area
Floral Park

Figure 6-56

View south at Chestnut Avenue **9**

View south at Walnut Avenue **10**

Existing Conditions: Study Area
Floral Park

Figure 6-57

View south at Geranium Avenue **11**

View southwest at Elder Avenue, showing Belmont Park to the left and distant views of the Grandstand/Clubhouse **12**

Existing Conditions: Study Area
Floral Park

Figure 6-58

View west at Mayfair Avenue, showing a residence beside the entrance gate to the North Lot **13**

View northwest of Floral Park Bellerose School on Larch Avenue **14**

Existing Conditions: Study Area
Floral Park

Figure 6-59

View south from the playing field behind the Floral Park Bellerose School, showing the North Lot adjoining the field and the Grandstand/Clubhouse in the far distance **15**

View south on Plainfield Avenue, showing the Floral Park Memorial High School to the left and Belmont Park to the right **16**

Existing Conditions: Study Area
Floral Park

Figure 6-60

Southwest view on Plainfield Avenue, showing Gate 8 to Belmont Park **17**

View west from Plainfield Avenue, showing distant view of the Training Track and Grandstand/Clubhouse **18**

Existing Conditions: Study Area
Floral Park

View north on Locust Street, showing the front entrance to Floral Park Memorial High School **19**

Existing Conditions: Study Area
Floral Park

Figure 6-62

Turnpike, and does not constitute an aesthetic resource in the study area. The east entrance to the Grandstand/Clubhouse faces the South Lot (see **Figure 6-13**, photo 10). At the west end of the building, an access walkway connects the Grandstand/Clubhouse to the Belmont Park LIRR Station. The raised walkway extends east from the LIRR station to enter the second floor of the Grandstand/Clubhouse. The Belmont Park Station is a seasonal-use LIRR facility; the station is open and train service is operated only during the Belmont Park racing seasons. The ticket office is open at Belmont Park Station on Belmont Stakes Race Day only.

South of the Grandstand, the Belmont Park property contains a landscaped area with the Backyard and the Paddock (see **Figure 6-14**). As described above, the west end of the landscaped area is known as the Backyard, with concession stands, betting windows, outdoor seating, and video screen stations. A portion of the small man-made water feature, a landscaped area with seating and television screens south of the Grandstand, and a picnic area adjacent to the Paddock are located in the portion of the Backyard that lies outside the Site A boundaries. The east end of the landscaped area is known as the Paddock. The Paddock is separated from the Backyard by a fence and serves as the hub for pre-race activity at Belmont Park. The Paddock contains a Saddling Paddock, concrete bleachers, and a walking ring. The Saddling Paddock is a crescent-plan building with 15 horse stalls and an elliptical walking ring. A low wrought-iron fence surrounds the walking ring, and concrete bleachers are located at the north end. The Backyard and Paddock area is bounded to the south, west and east by paved surface parking lots. Views from Hempstead Turnpike are largely obscured by trees that line Hempstead Turnpike and the south edge of the Backyard and Paddock.

The southeast portion of the Belmont Park property contains horse stables, trainers' cottages, and supporting buildings (see **Figures 6-15 and 6-16**). The stables area includes approximately 60 rectangular barns and two round training stables, as well as a Receiving Barn and a Pony Barn. Seven barns are concrete; the majority are wooden structures. This area also contains approximately 90 one- to three-story cottages, multi-family dormitories, and ancillary buildings (see **Figures 6-16, 6-17, and 6-18**). The largest of these residential buildings is a four-story concrete dormitory with covered balconies on each floor (see **Figure 6-16**).

ELMONT

The southeastern portion of the study area, east of the Cross Island Expressway, is within the hamlet of Elmont located in the Town of Hempstead, Nassau County. This area of Elmont is a suburban residential community, with blocks of single-family housing south of Hempstead Turnpike (see **Figure 6-19**).

Hempstead Turnpike is a four- to six-lane east-west road with traffic in both directions. The road includes traffic lights at junctions with Wellington Road, Locustwood Boulevard, Sterling Road, Biltmore Avenue, Gotham Avenue, Holland Avenue, Plainfield Avenue, Elmont Road, School Road, and Marguerite Avenue within the study area. The junction at Locustwood Boulevard is also the entrance to Gate 5 to Belmont Park, and Sterling Road is at the junction with Gate 6 to Belmont Park. Commercial properties line the south side of Hempstead Turnpike, including gas stations and fast food restaurants (see **Figure 6-20**). East of Plainfield Avenue, both sides of Hempstead Turnpike are developed with commercial properties (see **Figure 6-21**). The commercial properties contain single-story buildings, typically set back from the street behind a row of parking spaces or adjacent to a larger parking lot. Within the study area in Elmont, Hempstead Turnpike has views of Sites A and B and the South Lot (see **Figure 6-22**).

Side streets extend south from Hempstead Turnpike into a residential neighborhood. The neighborhood street pattern is laid out in a grid, though east-west streets end at Fieldmere Street and Biltmore Avenue, and north-south streets abut Hathaway Avenue. North of Hathaway Avenue, the rectangular blocks formed by the street grid have the shorter side of the blocks facing north and south and the long sides facing east and west. South of Hathaway Avenue, the blocks formed by the street grid have the shorter side of the blocks facing east and west, and the long sides facing north and south. The streets carry two-way traffic and have lanes of parking on both sides (see **Figure 6-23 to 6-25**). The streets typically do not have painted lines on the pavement. Locustwood Boulevard has a planted median strip (see **Figure 6-25**, photo 11). The north-south side streets have limited views of the stables within Belmont Park. The residential buildings south of Hempstead Turnpike are predominantly detached single-family houses. North of Hathaway Avenue, the houses within the study area are one- to two-stories, and typically designed with front gable roofs and brick cladding on the first floor (see **Figure 6-25**, photo 12). The houses have attached side garages accessed by short driveways. Each building has a front lawn, which typically include rows of shrubs. South of Hathaway Avenue, the portion of the study area contains mostly mid-twentieth century ranch-style houses with vinyl cladding and low-pitch side gable roofs, and split-level-style houses with brick cladding on the first floor (see **Figure 6-26**, photo 13). Although mostly residential, the southern portion of the study area includes the S/NR-listed Gotham Avenue School, a Neo-Colonial style brick school located in the eastern portion of the neighborhood (see **Figure 6-26**, photo 14). The streets within the southern portion of the study area are sparsely planted with street trees. Views west along Wellington Road and Huntley Road, at the western end of the neighborhood, include Site B (see **Figures 6-27 to 6-29**). Views north along Huntley Road include the upper stories of the Grandstand/Clubhouse, located north of Site A. At Hempstead Turnpike, views from the side streets include the east end of Site A and the South Lot (see **Figure 6-30**, photo 21).

In the eastern portion of the study area, Plainfield Avenue extends north from Hempstead Turnpike and along the east side of Belmont Park. Plainfield Avenue is a two-lane two-way street with a sidewalk on the east side, leading to the Floral Park neighborhood as described below. Side streets extend east from Plainfield Avenue and north of Hempstead Turnpike into a residential neighborhood. The streets are on a slight incline from Hempstead Turnpike. As in the southern portion of the study area, the street pattern in the eastern portion of the study area is laid out in a grid, with the shorter sides of the blocks facing north and south. The avenues running north-south are one-way single-lane corridors with parking on one side (see **Figure 6-30**, photo 22). The neighborhood is typically developed with recently constructed one- to two-story single-family houses (see **Figure 6-31**, photo 23). Hendrickson Avenue Park is located north of Hempstead Turnpike, with basketball courts and bench seating (**Figure 6-31**, photo 24). The Project Sites and the other directly affected areas are not visible from the residential streets and Hendrickson Avenue Park in the eastern portion of the study area.

QUEENS VILLAGE, BELLEROSE MANOR AND CAMBRIA HEIGHTS

Queens Village, Bellerose Manor, and Cambria Heights are suburban neighborhoods within Queens County in the City of New York. Within the study area, these neighborhoods are west of the Cross Island Parkway (see **Figure 6-32**). Queens Village is located immediately west of Belmont Park, Bellerose Manor is located north of Jamaica Avenue, and Cambria Heights is located in the southwestern portion of the study area. These neighborhoods are largely residential, aside from commercial corridors on Hempstead Avenue, Jamaica Avenue, and a mixed-use corridor along Springfield Boulevard developed typically with one- to two-story attached brick

buildings with ground floor retail. Hempstead Avenue bisects the Queens Village neighborhood. Springfield Boulevard crosses the Queens Village neighborhood in the opposite direction, running northeast-southwest. The LIRR runs on a viaduct parallel to Jamaica Avenue at the southern boundary of Bellerose Manor.

Hempstead Avenue in Queens Village narrows from six lanes to four as it crosses Cross Island Parkway west of 225th Street. The road has traffic in both directions and parking on both sides of the street (see **Figures 6-33 and 6-34**). The street is lined with two- and three-story commercial, residential, and mixed-use buildings. The brick buildings are typically two stories tall, attached, and each with a single storefront on the first floor. Some storefronts have awnings (see **Figure 6-34**, photo 3). Within this portion of the study area, Hempstead Avenue has some mature street trees. The street also includes some commercial establishments that are set back from the street behind surface parking. Hempstead Avenue within the Queens Village portion of the study area does not have views of the Project Sites, or the other directly affected areas.

Jamaica Avenue crosses east-west through the northern portion of the study area. Jamaica Avenue is a four-lane road with a narrow concrete median (see **Figure 6-35**, photo 6). This road includes wide sidewalks and rows of attached two- and three-story commercial buildings with storefronts of varying appearance (see **Figure 6-36**). Some of the corner lots are developed with taller, four- to five-story buildings. Development on Jamaica Avenue is typically built to the sidewalk.

Springfield Boulevard is a north-south street connecting Jamaica Avenue and Hempstead Avenue. This street is not as densely developed as Jamaica Avenue and Hempstead Avenue, and includes a mix of residential, religious, and commercial uses. South of Jamaica Avenue, the road is lined with one- and two-story brick commercial buildings, and single- and multi-family residential buildings set back from the sidewalk or positioned with the front elevation facing an adjoining side street. North of Jamaica Avenue, Springfield Boulevard is characterized by single-family residential properties set back from the street.

The streets within the Queens Village portion of the study area are arranged in a grid, with the longer sides of the blocks facing north and south, and shorter sides facing east and west. The streets within this neighborhood carry two-way traffic and have lanes of parking on both sides (see **Figures 6-37 to 6-39**). The streets typically do not have painted lines on the pavement. There are few street trees within this portion of the study area.

The portion of Queens Village within the study area contains primarily detached, one- and two-story single-family houses on narrow lots, built in a variety of styles. The houses are typically set back from the sidewalk behind small front yards and fences. Streets bordering the eastern edge of Queens Village have views of the Cross Island Parkway, and the upper stories of the Grandstand/Clubhouse located north of Site A (see **Figures 6-40 and 6-41**).

The portion of the study area within Cambria Heights also contains mostly detached single-family houses with front gable roofs facing the street. The houses are generally clad in brick, with clapboard on the gable ends. A two-story brick multifamily building is located at Murdock Avenue and 227th Street (see **Figure 6-40**, photo 16). The Project Sites and the other directly affected areas are not visible from Cambria Heights.

The small portion of Bellerose Manor within the study area has a similar urban design to nearby Bellerose Terrace and Bellerose, as described below. The neighborhood contains narrow two-way streets with parking on either side. The streets are planted with street trees. The houses in Bellerose Manor are typically larger than those in Queens Village and Cambria Heights. The Project Sites and the other directly affected areas are not visible from Bellerose Manor.

BELLEROSE TERRACE AND BELLEROSE

Bellerose Terrace and Bellerose are primarily residential neighborhoods located east of the Cross Island Parkway, in the northern portion of the study area and are located in the Town of Hempstead, Nassau County (see **Figure 6-46**). The LIRR forms the southern boundary of the neighborhoods, and the Cross Island Parkway is at the western boundary. The streets within this portion of the study area form a grid. Each block has one or two street trees, and sidewalks line both sides of the roads (see **Figure 6-48 and 6-49**). Residential buildings within this portion of the study area are primarily detached single-family houses or detached two-family residences (see **Figure 6-50**). The commercial corridor of Jamaica Avenue crosses the neighborhood east to west, and a cluster of historic municipal buildings and a church are located near the LIRR Bellerose Station.

Within this portion of the study area, Jamaica Avenue is lined with a variety of one- and two- story commercial buildings and parking lots (see **Figure 6-47**). The street has parking and sidewalks on both sides (see **Figure 6-48**, photo 3). The concrete median strip that divides traffic is lined with streetlights, each pole having two lanterns and decorative ironwork.

None of the streets within Bellerose Terrace and Bellerose have views of the Project Sites or the other directly affected areas (see **Figure 6-51**).

FLORAL PARK AND SOUTH FLORAL PARK

Floral Park and South Floral Park, residential neighborhoods in the northern and eastern portions of the study area, are located to the south of the LIRR, north of Belmont Park, and east of the Cross Island Parkway (see **Figure 6-52**). Floral Park contains small blocks of residential houses (see **Figure 6-53**). The street grid is set at an angle, following the alignment of the LIRR. Plainfield Avenue enters the neighborhood north of Elmont (see **Figure 6-54**). The streets within the neighborhood are narrow two-way roads, with no painted lines and with mature street trees. Some of the streets dead end at Belmont Park to the north and south. An entrance gate to Belmont Park is located at the western end of Mayfair Avenue (see **Figure 6-55**).

The buildings in the Floral Park neighborhood are predominantly single-family houses separated by a side yard and set back from the sidewalk behind front lawns. The houses are built in varying styles, typically clad in wood clapboard siding, with a chimney and a steep-pitch roof with shed dormers. Some houses have brick cladding on the first story. The streets that border Belmont Park have southern and western views of the North and East Lots, although these views are distant and limited by vegetation (see **Figure 6-57**). These streets include Chestnut Avenue, Walnut Avenue, and Geranium Avenue. The neighborhood also includes southern views of the Grandstand/Clubhouse located north of Site A (see **Figure 6-58**). The Floral Park-Bellerose School is located at the western edge of the Floral Park neighborhood, with southern views of the Grandstand/Clubhouse located north of Site A (see **Figure 6-59**).

The stables area and Pony Track in Belmont Park are located along Plainfield Avenue, with an entrance to Belmont Park at Gate 8 (see **Figure 6-61**). The stables area is developed with one- and two-story buildings that obstruct distant views from Plainfield Avenue west to Belmont Park. The Pony Track does not contain any structures and allows for distant views to the Training Track and Grandstand/Clubhouse (see **Figure 6-61**). Site A and the East Lot are visible from this section of Plainfield Avenue. Floral Park Memorial High School is on the east side of the street on this section of Plainfield Avenue. The school's playing fields and a running track front along Plainfield Avenue, behind a tall chain-link fence. The school building is located to the east of the playing

fields and running track, with main entrances on Vandewater Avenue and Locust Street (see **Figure 6-62**). The playing fields at Floral Park Memorial High School have distant west views of the upper stories of the Grandstand/Clubhouse and the Training Track.

INVENTORY OF RESOURCES

As described above, the NYSDEC policy memorandum provides a list of 15 categories of state aesthetic resources that should be evaluated. In addition, the memorandum discusses evaluation of local resources, and, therefore, resources of local significance have also been identified. Following the NYSDEC guidance, an inventory of sensitive aesthetic and visual resources was prepared, and the following aesthetic and visual resources have been identified and analyzed to determine the potential effects of the Proposed Actions. The location of each resource is included in **Figures 6-1**, **6-8**, **6-19**, **6-32, 6-46, and Figure 6-52**, with photographs in corresponding **Figures 6-2 to 6-62**.

STATE/NATIONAL REGISTER OF HISTORIC PLACES

Three properties listed on the State and/or National Registers of Historic Places and four properties determined eligible for such listing were identified in the study area. The Floral Park-Bellerose School is one such resource located within the study area for Historic and Cultural Resources and is described further in Chapter 5, "Historic and Cultural Resources." Six additional resources are located within the ½-mile study area for the visual analysis:

- Floral Park-Bellerose School, 2 Larch Avenue (S/NR-eligible)
- LIRR Signal Tower, East 221st Street and LIRR (S/NR-eligible)
- Gotham Avenue School, 181 Gotham Avenue (S/NR-eligible)
- Saint Thomas Episcopal Church, 6 Commonwealth Boulevard (S/NR-eligible)
- Bellerose Fire Hall, 50 Superior Road (S/NR-listed)
- Bellerose Police Precinct, 50 Superior Road (S/NR-listed)
- Bellerose Village Hall (Women's Club), 50 Superior Road (S/NR-listed)

The Bellerose Fire Hall, Police Precinct and Women's Club are contributing properties in the Bellerose Village Municipal Complex Historic District.

NEW YORK STATE PARKS

There are no State Parks (as defined by New York State Parks, Recreation and Historic Preservation Law §3.09) within the study area.

HERITAGE AREAS

There is one Heritage Area (as defined by Article 35, New York State Parks, Recreation and Historic Preservation Law) within the study area. The Long Island North Shore Heritage Area is an area recognized for its natural and cultural features associated with early American history, including the American Revolution, early maritime settlements, and architecturally significant historic mansions. The northeast portion of the study area is included within the New York State Designated Heritage Area, which extends the length of Long Island in Nassau and Suffolk Counties, from the border of Queens County to Peconic Bay. The Floral Park neighborhood is located at the southwestern corner of the Heritage Area and is bounded within the study area by

Atlantic Avenue to the north, the property line of Belmont Park to the west and southwest, and Pandosa Memorial Avenue to the south. The portion of the study area that is within the Long Island North Shore Heritage Area is a suburban residential neighborhood, with single-family detached houses on narrow lots.

NEW YORK STATE FOREST PRESERVE

All lands within the State Forest Preserve (New York State Constitution Article XIV) are located within the boundaries of the Adirondack and Catskill Parks. Thus, there are no State Forest Preserve lands within the study area.

NATIONAL WILDLIFE REFUGES

National Wildlife Refuges are defined by the National Wildlife Refuge System Administration Act 16 USC 668dd-668ee and amended by P.L. 105-57. There are no National Wildlife Refuges located within the study area.

STATE GAME REFUGES AND STATE WILDLIFE MANAGEMENT AREAS

State Game Refuges and State Wildlife Management Areas are defined by Environmental Conservation Law (ECL) §11-2105. There are no State Game Refuges or Wildlife Management Areas within the study area.

NATIONAL NATURAL LANDMARKS

There are no National Natural Landmarks (defined by 36 CFR Part 62) located within the study area.

NATIONAL PARK SYSTEM RECREATION AREAS, SEASHORES, FORESTS

No National Parks (as defined by 16 USC §1c) are located within the study area.

RIVERS DESIGNATED AS NATIONAL OR STATE WILD, SCENIC, OR RECREATIONAL

There are no National Wild, Scenic, or Recreational (16 USC Chapter 28) rivers within the study area. Rivers designated by New York State as Wild, Scenic, or Recreational are listed in ECL §§ 15-2713 through 15-2715. There are no state-designated Wild, Scenic, or Recreational rivers within the study area.

SITES, AREAS, LAKES, RESERVOIRS, OR HIGHWAYS DESIGNATED OR ELIGIBLE FOR DESIGNATION AS SCENIC

Resources identified in Article 49 of the ECL include Scenic Byways (under the purview of New York State Department of Transportation), parkways (designated by the New York Office of Parks, Recreation, and Historic Preservation), and other areas designated by NYSDEC. No sites, areas, lakes, reservoirs, or highways designated or eligible for designation as scenic are located within the study area.

SCENIC AREAS OF STATEWIDE SIGNIFICANCE

In July 1993, the New York State Department of State designated six Scenic Areas of Statewide Significance in the Hudson River Valley as part of its implementation of the state's Coastal Management Program. There are no Scenic Areas of Statewide Significance in the study area.

STATE OR FEDERALLY DESIGNATED TRAILS

There are no State or Federally Designated Trails (as defined by 16 USC Chapter 27) located within the study area.

STATE NATURE AND HISTORIC PRESERVATION AREAS

There are no State Nature or Historic Preservation Areas (as designated by Section 4 of Article XIV of the New York State Constitution) located within the study area.

PALISADES PARK

Palisades Park in New Jersey is not located within the study area.

BOND ACT PROPERTIES PURCHASED UNDER EXCEPTIONAL SCENIC BEAUTY OR OPEN SPACE CATEGORY

No Bond Act properties purchased under the exceptional scenic beauty or open space category were identified in the study area.

LOCALLY SIGNIFICANT RESOURCES

As described above, locally designated resources include historic properties designated at the local level and locally operated, publicly accessible open spaces such as parks. The following resources within the study area have been identified as locally significant:

Public Parks

- Hempstead Ballfield, Queens County, New York City Parks
- Hempstead Bench Spread, Queens County, New York City Parks
- Pat Williams Playground, Queens County, New York City Parks
- Queens Village Veterans Plaza, Queens County, New York City Parks
- Breininger Park, Queens County, New York City Parks
- Hendrickson Avenue Park, Hempstead Township, Nassau County

Local Landmarks

- Gotham Avenue School, Hempstead Township, Nassau County

Five of the public parks are located in Queens Village, in the City of New York, and one is located in Hempstead Township. The Queens Village Veterans Plaza and Breininger Park are located to the northwest of the Project Sites. Hempstead Ballfield, Hempstead Bench Spread, and Pat Williams Playground are located to the west of the Project Sites and adjacent to the Cross Island Parkway. Hendrickson Avenue Park is located east of the Project Sites.

As described above, Gotham Avenue School is a S/NR-eligible property that is also a local landmark designated by the Town of Hempstead Landmarks Preservation Commission.

SUMMARY OF INVENTORY OF LOCALLY SENSITIVE RECEPTORS

The category of locally sensitive receptors includes all of the resources identified above, such as historic resources and parks, and in addition includes certain locations from which sensitive viewers may perceive changes in the visual environment. The following locally sensitive receptors were identified within the study area. Each resource is identified on **Figures 6-1, 6-8, 6-19, 66-32, 6-46, and 6-52**.

ELMONT

Gotham Avenue School

The Gotham Avenue School is located at 181 Gotham Avenue in Elmont, approximately ½ mile east of Site B. The school is an S/NR-listed historic property and a local landmark designated by the Town of Hempstead Landmarks Preservation Commission. Built in in 1948, the brick Colonial Revival-style building faces onto Gotham Avenue, a residential street southeast of Belmont Park (see **Figure 6-26**, photo 14). The Proposed Project Sites and other directly affected areas are not visible from the school, and views of the resource do not include the Project Sites. The Proposed Project would not impair the public's enjoyment of Gotham Avenue School, nor would it diminish the integrity of the local landmark. The resource is therefore not considered in the analysis provided below.

Residential Streets

Residential streets southeast of Belmont Park provide west and north views of Project Sites A and B. Huntley Road borders Site B to the east, extending north from east 106th Avenue. The street is developed with single-family residences on its east side, facing Site B. A chain-link fence and a narrow strip of grass are along the west side of the street, and currently separate this street from the large surface parking lot on Site B (see **Figures 6-27 and 6-28**). The street has direct views of Site B. In addition, Huntley Road also provides distant views of the upper floors of the Grandstand/Clubhouse that is adjacent to Site A, located approximately 550 feet to the north. The view towards the Grandstand/Clubhouse and Site A is partially obscured by foliage of trees that line the north end of Huntley Road and both sides of Hempstead Turnpike. The views west and north from Huntley Road are analyzed below.

The western end of 109th Avenue is immediately adjacent to Site B and forms a dead end at the Project Site (see **Figure 6-29**). The dead end forms a short spur east of the junction of 109th Avenue and Wellington Road. The adjoining blocks are developed with single-family residences on both sides of the street. On 109th Avenue, the dead end is visible from a distance of approximately 600 feet. On Wellington Road, the dead end is only visible from a closer distance. The Proposed Project may affect views from these residential streets. Therefore, the views from 109th Avenue and Wellington Road are analyzed below.

At the intersections with Hempstead Turnpike, residential streets within the study area in Elmont have northwest views of the Proposed Project on Site A. Aside from Heathcote Road, the north-south streets in the neighborhood do not have views of Site A south of the intersection with Hempstead Turnpike.

Hendrickson Avenue Park

Hendrickson Avenue Park is located at the junction of Hempstead Turnpike and Hendrickson Avenue in Hempstead Township, approximately 1/3 mile from the East Lot. The public park contains primarily active recreational uses, including four basketball courts, two handball courts, and a playground. The park is lit by tall streetlamps. A seating area and restroom are located near Hendrickson Avenue (see **Figure 6-31**). The park is enclosed with a chain-link fence. Hendrickson Avenue Park does not have views to the Project Sites and other directly affected areas, and views of the park do not include the Project Sites. Therefore, the park is not considered in the analysis provided below.

QUEENS VILLAGE, BELLEROSE MANOR AND CAMBRIA HEIGHTS

LIRR Signal Tower

The LIRR Signal Tower is located immediately east of the Queens Village LIRR Station, approximately 1/2 mile from Site A. The S/NR-eligible property is raised above street level adjacent to the LIRR tracks, behind properties on Jamaica Avenue and at the end of 221st Street. The resource is not publicly accessible, and views from the site are not experienced by the public. Views of the Signal Tower do not include the Project Sites and other directly affected areas. The resource is therefore not considered in the analysis provided below.

Hempstead Ballfield

Hempstead Ballfield is a sunken baseball field, at Exit 26B of the Cross Island Parkway, located approximately 400 feet southwest of Site A. The New York City Park offers active recreation use and comprises an oval-shaped parcel bounded by the Cross Island Parkway and the curving exit ramp (see **Figures 6-43 and 6-44**). The ballfield has northeast views of the Cross Island Parkway, the Hempstead Avenue overpass crossing the Cross Island Parkway, and the upper stories of the Grandstand/Clubhouse. A row of mature trees located to the northeast of the ballfield partially obscures views of the Grandstand/Clubhouse and towards Site A. Site A is located within view beside the Grandstand/Clubhouse, and the Proposed Project may have the potential to affect views behind home plate. However, views of the resource would not be affected by the Proposed Project. The ballfield is at a lower grade than the surrounding streets and surrounded by a vine-covered fence, trees and the highway exit ramp, so that it is not possible for pedestrians and drivers to view the ballfield from nearby streets and sidewalks. The affected viewshed from Hempstead Ballfield is analyzed below.

Hempstead Bench Spread

Hempstead Bench Spread is located immediately southwest of Hempstead Ballfield, at the corner of 225th Street and 104th Avenue approximately 750 feet southwest of Site A. The triangular New York City Park is bounded by 225th Street, 104th Avenue, and Exit 26B of the Cross Island Parkway. The park provides a passive recreation use, with rows of benches facing northwest and southeast beside landscaped areas with lawns, shrubs, and mature trees (see **Figures 6-44 and 6-45**). The benches have northeast views of the Cross Island Parkway and the Grandstand/Clubhouse in the distance. Mature trees on the northeast side of the park partially obscure views of the Grandstand/Clubhouse and Site A. As Site A is within view, the Proposed Project may have the potential to affect northeast views from the park. The Proposed Project may also have the potential to affect the views of the resource from 225th Street and 104th Avenue. Views of the Project Site from the park and the adjacent streets would be obscured when the park's

trees have their foliage. The affected views from Hempstead Bench Spread and to the resource are analyzed below.

Pat Williams Playground

Pat Williams Playground is located on 224th Street, approximately 650 feet west of Site A. The New York City Park is located on the east side of 224th Street, across from a row of single-family residences. The playground offers both passive and active recreation uses, including a basketball court and children's playground equipment, as well as bench seating around a small landscaped area with shrubs (see **Figures 6-42 and 6-43**). The eastern viewshed of the park includes the Cross Island Parkway, the upper stories of the west and south façades of the Grandstand/Clubhouse, and the raised walkway to the LIRR station. From 224th Street, views of the park also include this east view of the Cross Island Parkway, Grandstand/Clubhouse, and LIRR station. Mature trees on the east and west sides of the park, and within the park, partially obscure views to the east from the park and from the adjacent 224th Street. Site A is located within view to the south of the Grandstand/Clubhouse, and the Proposed Project may have the potential to affect the views from the park, as well as views of the resource from 224th Street. The affected view from Pat Williams Playground and to the resource are analyzed below.

Queens Village Veterans Plaza

The Queens Village Veterans Plaza is located at the junction of Jamaica Avenue and Springfield Boulevard in Queens, approximately ½ mile from Site A. The New York City Park is a brick-paved park with a memorial at the center and a low wrought iron fence at the perimeter. Queens Village Veterans Plaza does not have views to the Project Sites and other directly affected areas, and views of the plaza do not include the Project Sites. The park is not considered in the analysis provided below.

Breininger Park

Breininger Park is located in the northwest section of the study area, at the corner of 240th Street and Braddock Avenue in Queens, approximately ½ mile from the North Lot. Breininger Park is located far from the Project Sites and among tree-lined residential streets with a flat topography. The park includes children's playground equipment, handball courts and a basketball court. The park is mostly paved and shaded by numerous mature trees. The park does not have any views of the Project Sites and other directly affected areas, and views of Breininger Park do not include the Project Sites. The resource is not considered in the analysis provided below.

Residential Streets adjacent to Cross Island Parkway

Residential streets in Queens Village provide east and northeast views of Site B. The streets are located approximately 600 to 700 feet from Site A, and have views across the Cross Island Parkway to Site A. Viewsheds of Site A are on 224th Street, between Hempstead and 101st Avenues (see **Figure 6-40**), and on 227th Street between 104th and 107th Avenues (see **Figure 6-41**). These blocks include single-family residences on the west side of the street. The affected viewsheds are analyzed below.

BELLEROSE TERRACE AND BELLEROSE

Saint Thomas Episcopal Church

Saint Thomas Episcopal Church is located on Commonwealth Boulevard, approximately ½ mile north of the North Lot and almost one mile from Site A. The S/NR-eligible brick church was built

in the early-20th-century, at the intersection near the Bellerose LIRR Station. The Project Sites and other directly affected areas are not visible from the church property and views of the church do not include the Project Sites or other directly affected areas. This resource is therefore not considered in the analysis provided below.

Bellerose Municipal Complex: Bellerose Fire Hall / Bellerose Police Precinct / Bellerose Village Hall (Women's Club)

The Bellerose Municipal Complex is located on Superior Road, approximately ½ mile north of the North Lot and almost one mile from Site A. The S/NR-listed Historic District includes the Women's Club Building, Fire Hall, and Police Precinct. The buildings were constructed shortly after the formal incorporation of the Village of Bellerose in 1924, and in response to the suburban neighborhood's early-20th-century growth. The historic district does not have views of the Project Site or other directly affected areas and views of the historic district do not include the Project Sites. This resource is therefore not considered in the analysis provided below.

FLORAL PARK

Floral Park-Bellerose School

The Floral Park-Bellerose School is located on the west side of Larch Avenue and north of Poppy Place, approximately 1/4 mile from Site A, and approximately 400 feet from the northern boundary of the North Lot. The S/NR-eligible brick Colonial Revival-style building was built in 1929. The school is within a residential neighborhood and on a street developed with single-family residences. The two-story building features a long façade on Larch Avenue with a central portico built in stone and projecting end bays (see **Figures 6-59 and 6-60**). On Larch Avenue and Poppy Place, the building does not have views of the Project Sites or the North Lot, and views of the resource do not include Project Sites. However, the playground and recreation space at the rear of the school do have southern views toward Site A. The southern view from the school currently includes a corridor of trees at the southern edge of the recreation space, the North Lot, and the upper stories of the Grandstand/Clubhouse. The Proposed Actions have the potential to affect the viewshed of the Floral Park-Bellerose School, as the Proposed Project could be visible to the south from the school. The increased frequency of usage at the North Lot also has the potential to affect the enjoyment of the playground and recreation space on the school property. The affected views from Floral Park-Bellerose School are analyzed below.

Long Island North Shore Heritage Area

The New York State designated Long Island North Shore Heritage covers the entirety of the Floral Park neighborhood within the study area, adjacent to the North Lot and approximately ½ mile from Site A. Within the study area, the Long Island North Shore Heritage area is bounded by Atlantic Avenue to the north, the property line of Belmont Park to the west and southwest, and Chelsea Street to the south. The neighborhood is characterized by tree-lined residential streets with two-story detached houses in a variety of architectural styles (see **Figures 6-56 to 6-59**). At the southern and western edges of the Floral Park neighborhood, the residential streets abut Belmont Park. From the streets, views south to Site A are distant and obstructed by the Grandstand/Clubhouse. Views west to the North Lot and views south to the East Lot are more immediate. Properties along the boundaries of the Heritage Area have viewsheds that could be affected by the Proposed Project on Site A, the North Lot, and the East Lot. Views of the Heritage Area would not be affected by the Proposed Project, as views of the residences and streets in the

Heritage Area would not include the Proposed Project. The affected views from the Long Island North Shore Heritage Area are analyzed below.

Floral Park Memorial High School

The Floral Park Memorial High School athletic fields and running track allow for distant views west towards the East Lot and Site A (see **Figure 6-61**). The Proposed Project may affect views from the school's recreational fields, and, therefore, the views from Floral Park Memorial High School are analyzed below.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

PROJECT SITES AND OTHER DIRECTLY AFFECTED AREAS

In the future without the Proposed Actions, the Project Sites and other directly affected areas are not expected to experience substantial change. Sites A and B would continue to be used for parking related to Belmont Park Racetrack and its associated activities and events. The Project Sites would continue to be underutilized, a condition that would not meet the goals of the *Elmont Community Vision Plan* and the *Nassau County Comprehensive Plan* and *Updates* or New York State's vision for the redevelopment of this area into an economic engine and community gateway.

As with the Project Sites, it is expected that in the future without the Proposed Actions, the other directly affected areas (North, South, and East Lots and the area of the proposed electrical substation) would continue in their current use to accommodate the parking demand of NYRA patrons to Belmont Stakes and for the storage of equipment and vehicles.

Any changes to Belmont Park by NYRA are separate from the Proposed Actions and would be expected to occur in the future with or without the project. NYRA's plans include night racing, which would include lighting on the Main Track located north of the Grandstand/Clubhouse. The introduction of track lighting could be visible in the Floral Park neighborhood, including from the North Shore Heritage Area and Floral Park-Bellerose School. The installation of new lighting in NYRA parking areas may also occur should night racing be authorized and move forward at Belmont Park.

STUDY AREA

As described in detail in Chapter 2, "Land Use, Zoning, and Community Character," planned developments are anticipated to be completed by the Proposed Project's 2021 analysis year. In Nassau County, reconstruction of the Floral Boulevard roadway and construction of a recharge basin and storm sewer pipes is planned for residential streets in the Village of Floral Park. Mixed-use developments are planned for 248-34-38 Jericho Turnpike and 250-72 Jericho Turnpike in the Village of Bellerose, and village-wide road repaving and reconstruction is anticipated on sections of Hudson Road and Ontario Road. In Queens County, a four-story commercial building will be constructed at 222-225 Jamaica Avenue, approximately 1/3 mile west of the North Lot. The development will be in keeping with the urban design of Jamaica Avenue in Queens Village, which typically includes three- to four-story buildings at corners and two- to three-story buildings at the midblock.

E. POTENTIAL IMPACTS OF THE PROPOSED ACTIONS

The Proposed Actions would facilitate the redevelopment of Project Sites A and B at Belmont Park. The Proposed Project would redevelop the Project Sites with: an arena for the New York Islanders National Hockey League (NHL) franchise and for other sports, music, and entertainment events; dining, retail, and entertainment uses; a hotel; commercial office space; community space; publicly accessible open space; surface and structured parking; and a pedestrian connection providing access between Sites A and B (see views of the Proposed Project in **Figures 6-63 to 6-71**). In addition to the parking proposed for the Project Sites, it is expected that visitors to the Proposed Project would also utilize existing parking at Belmont Park in the North, South, and East Lots through a shared parking agreement among NYAP, the FOB, and NYRA.

PROJECT SITES

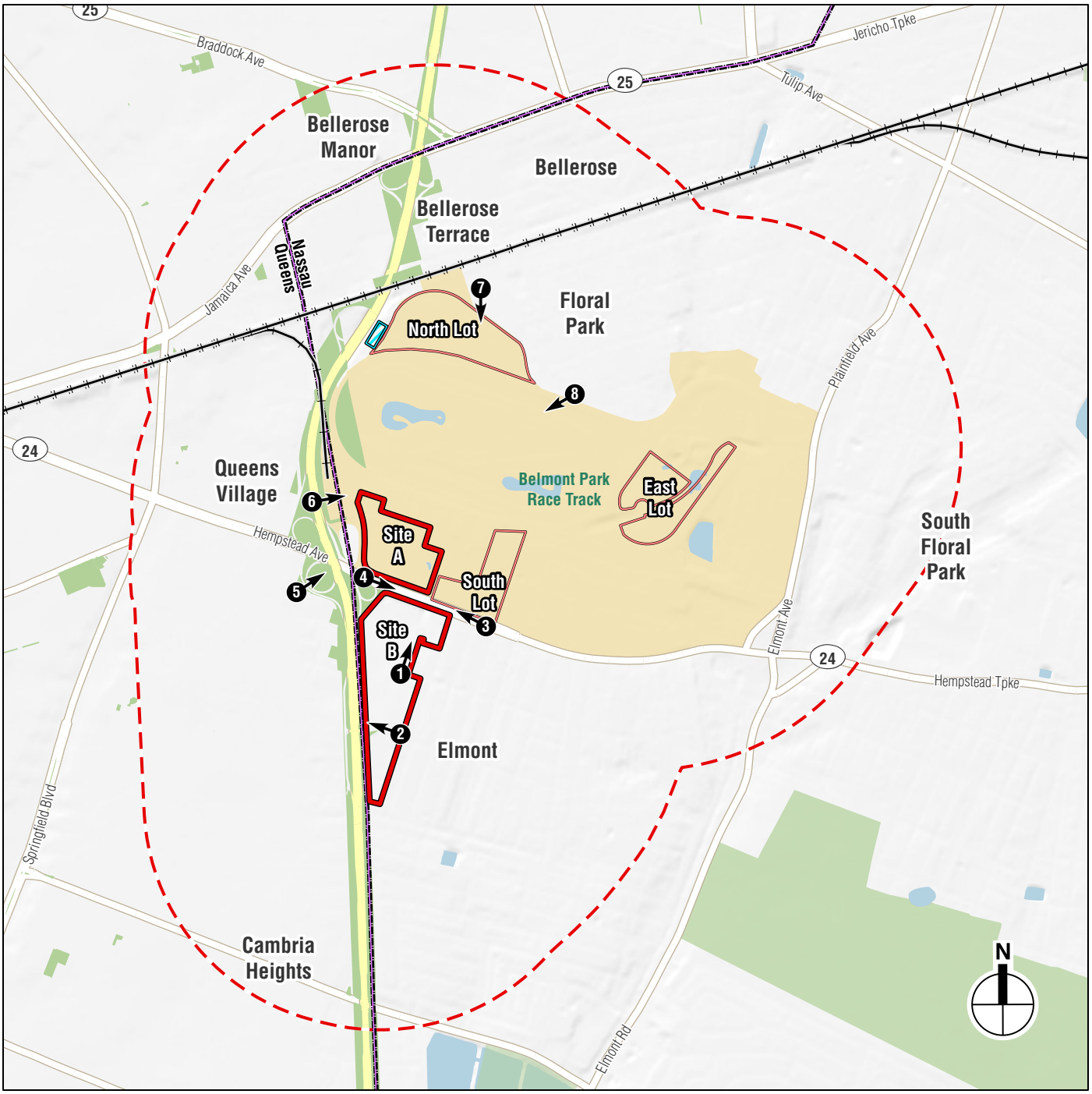
SITE A

With the Proposed Project, Site A would contain the proposed arena, experiential retail, food and beverage establishments, a hotel, office and community space, and parking. The built structures on Site A would be connected by an L-shaped 2.0-acre outdoor area, consisting of hard- and soft-scaped plaza spaces. This outdoor area would include sitting areas and gathering spaces for on-site events. From the south, the plazas would be accessed from site B by the proposed pedestrian bridge over Hempstead Turnpike, and by a tunnel under Hempstead Turnpike. The eastern side of the plazas would connect to the Paddock and to an at-grade open-air passage through the hotel to the South Lot. Another plaza space would be located at the west end of Site A, close to the LIRR station (see Site Plan in Figure 1-2).

The arena would have a large footprint at the southwest portion of Site A, adjacent to the Hempstead Turnpike/Cross Island Parkway interchange. The arena would rise to a maximum height of 125 feet, which is 20 feet taller than the Grandstand/Clubhouse. The building would be polygonal in plan, with elevations facing the plaza areas, Hempstead Turnpike/Cross Island Parkway interchange, and Hempstead Turnpike. The building would be set back from Hempstead Turnpike and the Cross Island Parkway by an access road that would wrap around the west and south boundary of Site A. A corridor of trees would also separate the arena from Hempstead Turnpike.

The hotel is proposed to be located at the east side of Site A, adjacent to Hempstead Turnpike, the South Lot, and the Paddock. The hotel is designed with two wings connected by a pedestrian fly-over; the tallest element (exclusive of mechanical space) would rise to a maximum of approximately 150 feet, which is 45 feet taller than the Grandstand/Clubhouse. In addition to guest rooms, the hotel would include amenities and possible retail and food and beverage uses. The hotel would also contain structured parking. The western façades of the hotel buildings would share a plaza with the proposed arena. As with the arena, the hotel would be set back from Hempstead Turnpike by an access road and a corridor of trees.

A proposed building housing office space and community space would be located west of the Grandstand/Clubhouse at the far western end of the property and adjacent to the LIRR station walkway. This building would be up to four stories or approximately 50 feet tall, and would contain up to 40,000 gross square feet (gsf) of space. The office/community space development would be a rectangular-shaped building with a long façade on the north and south sides.



Project Sites

North, South, and East Parking Lots

Proposed Belmont Electrical Substation

Study Area (1/2-mile perimeter)

Long Island Rail Road (LIRR)

Photograph View Direction and Reference Number

0 2,000 FEET

Visual Assessment Location Map
Photo Simulations

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 6-63

Existing Conditions **1a**

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Conditions **1b**

Existing and Proposed Conditions:
View north of Sites A and B, from intersection of
Huntley Road and 106th Avenue

Figure 6-64

Existing Conditions **2a**

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Conditions **2b**

Existing and Proposed Conditions:
View west of Site B, from intersection of
109th Avenue and Wellington Road

Existing Conditions **3a**

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Conditions **3b**

Existing and Proposed Conditions:
View northwest toward Site A, from intersection
of Hempstead Turnpike and Heathcote Road

Figure 6-66

Existing Conditions **4a**

Proposed Conditions **4b**

Existing and Proposed Conditions:
View east on Hempstead Turnpike, showing
Site A to the left and Site B to the right

Existing Conditions **5a**

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Conditions **5b**

Existing and Proposed Conditions:
View northwest toward Site A and Hempstead Bench Spread

Figure 6-68

Existing Conditions **6a**

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Conditions **6b**

Existing and Proposed Conditions:
View east toward Site A and the
Pat Williams Playground

Figure 6-69

Existing Conditions **7a**

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Conditions **7b**

Existing and Proposed Conditions:
View south from the playing fields behind
Floral Park Bellerose School toward North Lot and Site A

Figure 6-70

Existing Conditions **8a**

FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Conditions **8b**

Existing and Proposed Conditions:
View southwest toward Site A from West Elder Street,
between Spruce and Pine Avenues in the
Long Island North Shore Heritage Area

Experiential retail and food and beverage uses would be in a two-story building located south of the Grandstand/Clubhouse and immediately west of the Paddock. This building would be used for dining and entertainment.

Landscaped buffers would be created along Hempstead Turnpike and the Cross Island Parkway interchange. As there are no residences that are directly adjacent to Site A, vegetated buffer areas would be somewhat narrower but would be designed to visually separate the Proposed Project from Hempstead Turnpike and the Cross Island Parkway interchange.

The pedestrian bridge would cross Hempstead Turnpike at a slight angle, connecting Site A to the northwest corner of Site B. Staircases, elevators, and possibly escalators would be located at both ends of the bridge.

SITE B

Site B is proposed to contain destination luxury outlet retail space. The development would feature a "retail village" consisting of retail buildings that would be one- to two-stories in height. Any architectural elements on Site B that may exceed two stories (such as a clock tower) would be set back further from the east property line, which would minimize visibility from the residential streets. Pedestrian pathways and squares would connect the small buildings. Approximately 1,500 parking spaces would be built mostly below grade under the retail village, and transportation staging areas for taxi drop offs would be located at the southern end of the site on a triangular lot. Site B would contain approximately 3.75 acres of publicly accessible landscaped open spaces. The linear open space area would feature landscaped berms, walking paths and dense vegetation along the park's perimeter. A children's playground (part of the proposed retail village) would be located close to the southern terminus of the retail village on Site B.

OTHER DIRECTLY AFFECTED AREAS

NORTH, SOUTH, AND EAST LOTS

The Proposed Project would utilize parking on the North, South, and East Lots and would provide electric shuttle transportation from these lots to the Project Sites. The North, currently consisting of mostly gravel parking areas, would be resurfaced and restriped. The South and East Lots would remain in their existing paved condition. All three lots would be illuminated with new lighting. The North Lot would contain small ticketing booths. The East Lot would not contain any permanent ticketing structures.

A buffer composed of a hedgerow (at least 8 feet in height) with dense evergreen vegetation along a new replacement fence (between 8 and 12 feet in height) with privacy screening would be provided along the northeastern boundary of the North Lot to shield the Floral Park-Bellerose School recreation space from parking activities in the North Lot. Additional fencing with privacy screening would be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue to shield the adjacent Floral Park neighborhood from parking activities in the North Lot.

ELECTRICAL SUBSTATION

A rectangular shaped electrical substation would be constructed northwest of the North Lot, adjacent to the Cross Island Parkway. The substation would include a 20- to 24-foot-tall bus and converter tank, and approximately four 50-foot-tall lightning rods. The substation would be

surrounded by a fence that would extend approximately 280 feet along the Cross Island Parkway. A screen of evergreen trees would be planted around the fence. Distribution feeders and transmission lines to serve the Proposed Project would be located underground.

STUDY AREA

The following discussion presents the potential visual impacts of the Proposed Actions on aesthetic resources, assesses views where sensitive viewers may perceive changes in the visual environment, and assesses whether visual changes constitute an "aesthetic impact" as defined by DEP-00-2.

ELMONT

The residential neighborhood and streets south of Belmont Park are partially within the viewshed of the Proposed Project. Residential streets at the west side of the neighborhood would have views of the proposed structures on Sites A and B. Where the residential streets intersect with Hempstead Turnpike, drivers and pedestrians would also be able to see the proposed structures on Site A to the northwest and the South Lot. As described below, the Proposed Project would not introduce views that are incompatible with the existing conditions, nor would it impair the quality of the residential neighborhood.

Huntley Road and Wellington Road are immediately east of Site B. Where houses line both sides of the street on Wellington Road, Site B is not visible from the street. Along the full extent of Huntley Road and at a segment of Wellington Road, there is no development on the west side of the street. Therefore, views from these residential streets include the existing Site B paved parking, set behind a low fence. With the Proposed Actions, the eastern edge of Site B would be developed with a linear open space including a vegetated buffer with a minimum width of 50 feet featuring landscaped berms, hedges and plantings. The approximately 8-foot-tall landscaped berm and new tree plantings would obscure views of the lower portions of the Proposed Project on Site B and from the residential streets in the Elmont neighborhood. As shown in the illustrative maximum envelope visual simulation in **Figure 6-64**, the proposed vegetative buffer would partially obscure views between Huntley Road and Site B. The replacing of a parking lot with one- to two-story retail buildings and a landscaped buffer would not result in impacts or impair views to any aesthetic resource. Huntley Road would have a northwest view of the hotel on Site A, beyond the retail village. The view of the hotel would not be direct, and it would remain compatible with the street's existing setting, which currently includes a distant view of the Grandstand/Clubhouse.

With the Proposed Actions, an alternate entrance for emergency vehicles only would be built at the west end of 109th Avenue. This restricted-access entrance would provide access for emergency vehicles to Site B from Wellington Road and 109th Avenue. The gate would replace a short dead end, where there is currently a chain-link fence and a vegetated patch. Vehicles parked on Site B are currently visible through the fence. The Proposed Project would remove some vegetation, allowing for western views from 109th Avenue to Site B, but the Proposed Project would retain larger trees and shrubs on either side of the proposed access driveway. The chain-link fence would be removed, the access drive would be paved with porous pavers, and a row of low bollards would be placed at the end of the access driveway adjacent to the proposed vegetative buffer. As shown in the illustrative maximum envelope visual simulation in **Figure 6-65**, the view would include the southern portion of Site B, including retail buildings. The visible buildings would be comparable with the height of buildings in the residential neighborhood. No views to aesthetic resources would be blocked or affected.

With the Proposed Actions, the Proposed Project on Site A would be visible from Hempstead Turnpike. The Proposed Project would also be visible from the northern edges of the residential neighborhood, where the residential streets intersect with Hempstead Turnpike. South of Hempstead Turnpike and east of Wellington Road, the grid of streets would not have northern sight lines of the Proposed Project because Site A is located to the west. At Hempstead Turnpike, drivers and pedestrians would be able to see the proposed structures on Site A to the distant northwest. As shown in the illustrative maximum envelope visual simulation in **Figures 6-66** (view west on Hempstead Turnpike) and **6-67** (view east on Hempstead Turnpike), the hotel, arena and the pedestrian bridge would be visible from intersections on Hempstead Turnpike. The hotel and arena would be partially obscured by trees, but the upper stories would rise above the trees. From vantage points along Hempstead Turnpike, the hotel would appear taller than the Grandstand/Clubhouse. As described above, Hempstead Turnpike is a busy road that is developed with commercial properties, and there are no aesthetic resources along this road. The Proposed Project would not adversely affect any views to aesthetic resources.

QUEENS VILLAGE, BELLEROSE MANOR, AND CAMBRIA HEIGHTS

The Proposed Project on Site A would be visible from the eastern boundary of Queens Village located west of the Cross Island Parkway from the Project Sites. New York City Parks and residential streets in this portion of the study area would have direct views of the arena and office/community space development on Site A.

The Proposed Project on Site A would be visible from Hempstead Ballfield. As an active recreation site, Hempstead Ballfield may be considered to have a less sensitive group of users, as users are mostly engaged in active recreation rather than seating. The trees that border the northeast side of the property would also continue to partially obscure views from the park when trees are in foliage. With the Proposed Actions, the altered viewshed would not substantially affect the user's enjoyment and use of the park.

Hempstead Bench Spread and Pat Williams Playground are utilized by more sensitive user groups, as the public parks contain passive recreation space with views directly towards Site A. With the Proposed Actions, the proposed arena and office/community space development on Site A would be visible from Hempstead Bench Spread. As shown in the illustrative maximum envelope visual simulation in **Figure 6-68**, views towards the Project Sites from Hempstead Bench Spread would primarily be of the proposed arena rather than the existing views of the Grandstand/Clubhouse. Views to Hempstead Bench Spread from the adjacent streets would also include a view of the Proposed Project. However, the Cross Island Parkway as well as the grassy area of the Hempstead Turnpike/Cross Island Parkway cloverleaf interchange would act as a physical buffer between the park and Site A. In addition, a corridor of trees currently planted on the northeast side of the park would partially obstruct the view during periods of foliage. The Proposed Project would therefore not have a significant adverse impact on views to and from the park, or significantly affect the public's enjoyment and appreciation of this resource.

Pat Williams Playground has less tree cover than the Hempstead Bench Spread and the Hempstead Ballfield, revealing more exposure towards Site A. The Proposed Project would also be visible in views of the park from 224th Street. As shown in the illustrative maximum envelope visual simulation in **Figure 6-69**, with the Proposed Actions, the arena and the office/community space development in Site A would be visible from the park, with the office/community space appearing as a smaller building in front of the Grandstand/Clubhouse and the arena appearing slightly taller than the Grandstand/Clubhouse to its south. The approximately 80-foot wide Cross Island

Parkway and the grassy area of the Hempstead Turnpike/Cross Island Parkway cloverleaf interchange would serve as a physical divider between Pat Williams Playground and Site A. Several trees along the east side of the playground, as well as trees on the east side of the Cross Island Parkway, would provide some level of screening during periods of foliage. The existing view from Pat Williams Playground includes the parking lot in the west end of Site A. The Proposed Actions would remove the views of the parking lot, with the greenspace within the cloverleaf remaining in view. The Proposed Project would not adversely alter the public's experience at this resource, as eastern views from Pat Williams currently include the Grandstand/Clubhouse, a parking lot, and the Cross Island Parkway. Furthermore, views within the park are not solely oriented to the east toward the Proposed Project. The park offers a combination of active and passive recreation, with bench seating, a basketball court, and children's play equipment. The benches, serving as areas of passive recreation, are generally oriented inward and west toward 224th Street. The visual change would be in character with the park's existing eastern viewshed. The Proposed Project would not adversely impact views to and from the resource, significantly alter the character of the park's current viewshed, or diminish the public's enjoyment and use of the park.

Site A would be visible from residential streets in Queens Village. With the Proposed Actions, the extent of 227th Street between 104th and 105th Avenues and 224th Street near 101st Avenue, would have distant views of Site A, including the corner of the arena. From 227th Street, the views to Site A would be largely obscured by vegetation and at an angle so that the residential streets would not have a direct sight line to the Proposed Project. The Proposed Project would therefore not alter the quality of views within the neighborhood. On residential 227th Street between 104th and 105th Avenues, Site A would be visible to the east beyond Pat Williams Playground. As in the analysis for Pat Williams Playground, the street's eastern viewshed currently includes prominent features such as the Cross Island Parkway and the Grandstand/Clubhouse; thus, the Proposed Project on Site A would not greatly alter the character or quality of views the neighborhood, or obstruct or impinge on any views to aesthetic resources.

BELLEROSE AND BELLEROSE TERRACE

The neighborhoods in the northern portion of the study area would not have views of the Proposed Project on the Project Sites and other directly affected areas, and would not be affected by the Proposed Actions.

FLORAL PARK

In Floral Park, proposed structures on Site A, at their maximum height, would be partially visible above the Grandstand/Clubhouse from the rear of the Floral Park-Bellerose School and from residential streets that are adjacent to Belmont Park. Views of Site A from Floral Park are obscured by the Grandstand/Clubhouse. As described above, the North Lot is located adjacent to the western boundary of Floral Park, and is partially visible at the western ends of Crocus Avenue, Hazel Place, and Mayfair Avenue. The East Lot is visible at the southern ends of Chestnut, Walnut, Spruce, and Geranium Avenues.

As described above, the Floral Park-Bellerose School is a S/NR-eligible historic resource located north of the Project Sites, near the North Lot, with its front entrance located on Larch Avenue. The Project Sites are not visible from the school's Larch Avenue streetfront, and the rear of the school has a southern viewshed that would include the North Lot, the Grandstand/Clubhouse, and the proposed structures on Site A. As shown in the illustrative maximum envelope visual

simulation in **Figure 6-70**, the proposed arena would not be visible. Only a small portion of the top of the hotel would be visible in the distance above the Grandstand/Clubhouse. Therefore, there would be no negative effect to the Floral Park-Bellerose School. The North Lot adjacent to the Floral Park-Bellerose School would have increased usage and small ticketing booths. With the Proposed Actions, the Applicant would provide a hedgerow (at least 8 feet in height) with dense evergreen vegetation along a new replacement fence (between 8 and 12 feet in height) with privacy screening to limit the visual connection between the parking lot and the Floral Park-Bellerose School. Additional fencing with privacy screening would be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue to shield the adjacent Floral Park neighborhood from parking activities in the North Lot. The substation would be located northwest of the North Lot, across the parking lot from the Floral Park-Bellerose School. Views of the substation from Floral Park-Bellerose School would likely be minimal, due to the proposed screening at the edges of the North Lot and the distance from the resource to the substation.

The portion of Floral Park that is within the study area is within the Long Island North Shore Heritage Area, a heritage area that extends almost the entire length of Long Island. Streets within the neighborhood abut the Racetrack to the south and west, and currently have southern views of the Grandstand/Clubhouse. However, as shown in the illustrative maximum envelope visual simulation in **Figure 6-71**, the proposed hotel at its maximum height would be visible above the Grandstand/Clubhouse. The proposed arena would be blocked from view by the Grandstand/Clubhouse.

At the western edge of Floral Park, the streets that dead end at the North Lot—Hazel Place and Crocus Avenue—have some visibility of the North Lot and vehicles parked there through the vegetation. Many of the residential properties that abut the North Lot between Crocus Avenue and Mayfair Avenue have dense vegetation and mature trees along the property line. Mayfair Avenue, which includes a gated entrance to the North Lot, would continue to have a view of the parking lot. The light poles in the North Lot may be visible from the residential streets, though the poles would be mostly obstructed by the mature vegetation at the edges of the residential neighborhood. The Proposed Project would not significantly alter views, with the additional vegetation designed to obscure views from residential streets to the North Lot.

In the eastern portion of Floral Park proximate to the Training Track, the streets that dead end at Belmont Park Road—Walnut, Chestnut, Spruce, and Geranium Avenues—have some visibility of the East Lot. However, views south from these residential streets are largely obstructed by the existing corridor of thick vegetation that borders Belmont Park to the north. Where Walnut, Chestnut, and Spruce Avenues dead end at Belmont Park Road Training Track, the ends of the streets have chain-link fences, typically covered in vines or a green cloth screen, and are located behind a dense corridor of trees (see **Figures 6-56 to 6-59**). Where Geranium Avenue dead ends north of Belmont Park Road and the Training Track, vegetation and trees limit views to the East Lot (see **Figure 6-58**, photo 11). In addition, the North Field provides a green buffer to other residential streets to the north; a heavily vegetative area to the west of the North Field also provides a buffer. The light poles in the East Lot would be partially visible from the residential streets, though the poles would be located at a distance from the streets and would not alter the character of the neighborhood or impinge on any views of aesthetic resources. Therefore, the Proposed Project would not significantly alter views from residential streets to the East Lot.

The Proposed Project on Site A and the East Lot would be visible from Floral Park Memorial High School's athletic fields and running track. The Proposed Project on Site A would be located approximately 3/4 mile from the school's athletic fields but would be largely obscured by the

existing Grandstand/Clubhouse. The upper portion of the hotel would be partially visible above the treeline and Belmont Park stables. The East Lot is located approximately 1/5 mile from the school's athletic fields. Views of the Proposed Project from the school's athletic fields are expected to be minimal, due to distance, as well as the presence of the intervening Pony Track, trees, and the Belmont stables that obstruct views. Therefore, the Proposed Actions would not adversely affect views from the athletic fields.

ASSESSMENT OF PROPOSED LIGHTING SCHEMES

The following describes the proposed lighting schemes specific to "lighting zones" within the Project Sites and other directly affected areas, and assesses whether the proposed lighting schemes would have significant adverse visual impacts on aesthetic resources or within residential neighborhoods immediately adjacent to the Project Sites and other directly affected areas. The lighting zones discussed below are illustrated in **Figure 6-72**.

SITE A – PROPOSED ARENA AREA

This area includes the arena, office and community space, pedestrian plazas, and food and beverage venues on Site A.

The arena itself would be illuminated as the central element of the site using a combination of exterior lighting, active signage, and projections on façades facing the interior of Site A (i.e., not visible from the Cross-Island Parkway). On evenings when the arena is not in use, lighting levels would be reduced through dimming and selective use of elements to create a more relaxed environment. Lighting for safety and security would also be provided, but lighting elements used during events would be dimmed or not used at all when crowds are not present. This would also be true during late night and overnight hours.

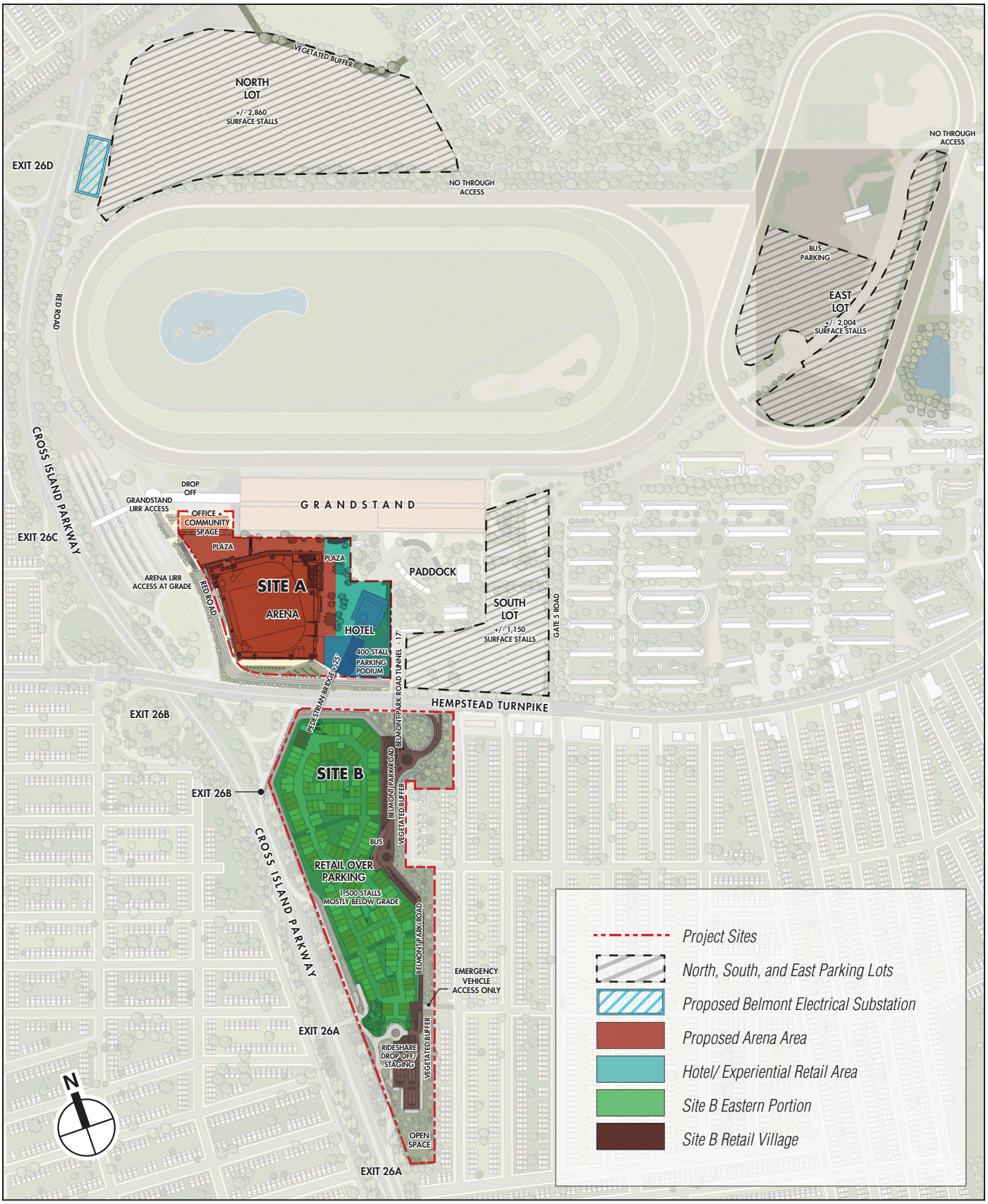
Walkways and plazas would be lit with a combination of sources including poles of a more pedestrian scale that may vary from 10 to 30 feet tall, providing a minimum of 0.5 foot-candles and maximum of 10 foot-candles along the walking surface (a foot-candle is a measurement of light intensity and is defined as the illuminance on a one-square foot surface from a uniform source of light). As examples: 0.5 foot-candle would be an expected light level on a typical highway; average office lighting would be 30 to 50 foot-candles; and full sunlight on a clear day is 10,000 foot-candles).

A combination of poles of a more pedestrian scale (10 to 20 feet tall), various kinds of steplights, illuminated railings, bench lighting, and landscape lighting would be used to provide both functional lighting for safety and security, but also to create an exciting and dramatic atmosphere for sporting and performance events happening inside the arena. The façades of the arena would also be illuminated at night through the use of a combination of elements including uplighting of façade panels, projection of light onto the façade, downlighting of loggias, and terrace lighting.

Façade and plaza illumination would be controlled by time clock and daylight sensors (to calculate when it is getting dark) to operate from dusk to end of operations. The lighting control system would allow for higher illumination for events and lower light levels on evenings when the arena is not in use. Lower light levels would be provided for late night for safety and security only.

The proposed arena area lighting zone is located at a distance from locally sensitive receptors in the study area. The proposed arena, office and community space, pedestrian plazas, and food and beverage venues on Site A would be bounded by Hempstead Turnpike to the south, the Cross Island Parkway and Hempstead Turnpike/Cross Island Parkway cloverleaf interchange to the west,

6.25.19



Source: New York Arena Partners, LLC, Belmont Arena + RD&E Master Plan, April 2019.

FOR ILLUSTRATIVE PURPOSES ONLY

0 1000 FEET

Proposed Project Lighting Zones

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 6-72

the stables to the east, and the North Lot to the north. Locally sensitive receptors in the study area would have no light trespass from the proposed arena area lighting (light trespass occurs when spill light is cast where it is not wanted). Hempstead Ballfield, Hempstead Bench Spread, and Pat Williams Playground would have views of the arena lighting. However, these open spaces are primarily used during the daytime, so that the public's experience and use of the open spaces would not be impacted. Residential areas to the north would continue to have distant views of the arena, as described above. Uplighting or projection lighting would be focused onto specific façades facing the interior of Site A, and contained within the arena area (see Figure 1-5). Lighting events would be controlled and designed to limit vertically lighting up into the sky, so as to not adversely affect aesthetic resources and locally sensitive receptors in the study area.

SITE A – HOTEL/EXPERIENTIAL RETAIL AREA

This area includes the proposed hotel and Site A experiential retail areas.

Roadways to drop-offs and the hotel's porte-cochere would be lit with roadway poles that may vary from 25 to 35 feet tall. Roadway poles would provide a minimum of 0.5 foot-candles and maximum of 5 foot-candles along the driving surface. Lower scale pedestrian poles of 10 to 20 feet would be provided for pedestrian walkways.

Lighting of the hotel façades may include discrete accents to architectural features, cornice illumination, and rooftop and amenity deck illumination.

Building and walkway illumination would be controlled by time clock and daylight sensors to operate from dusk to dawn. The lighting control system would provide the ability to lower light levels after midnight to provide sufficient safety and security lighting.

The hotel/experiential retail sites lighting zone is located well away from both the Elmont and Floral Park neighborhoods with little to no light trespass anticipated. Façade lighting would be focused onto specific elements and contained within the lighting zone. Pedestrian and roadway illumination would be provided for safety and security.

Residential streets in the western portion of the Elmont neighborhood would have limited views of the upper stories of the proposed hotel. Façade illumination of the hotel would be visible from these streets, but as described above, views from the residential streets in Elmont to Site A are limited and indirect. Therefore, the residential streets would not be adversely affected by the proposed hotel/experiential retail area lighting zone.

SITE B – EASTERN PORTION

This area includes the access roadways for vehicles and trucks into Site B off Hempstead Turnpike, entrances/exits to the below-grade garage, surface bus drop-off areas, and retail loading zones.

Roadway poles would be 25 to 35 feet tall with full cut-off (shielded) luminaires providing a minimum of 0.5 foot-candle and maximum of 5 foot-candles along the roadway surface.

Full cut-off luminaires would be spaced evenly along the roadway at approximately 60- to 80-feet on center with appropriate light distribution to minimize light trespass off site. The fixtures used would be LED lights where no light is cast above a 90-degree plane from the fixture. All the light would be cast down to the roadway, with no light directed upward. The distribution of the light would be out, away from the pole towards the street, with a minimum of light being cast back behind the poles.

Roadway illumination would be controlled by time clock and daylight sensors to operate from dusk to dawn. The lighting control system would provide the ability to lower light levels after events on Site A end and/or after the retail village closes to limit lighting late at night, but to still provide sufficient safety and security lighting.

The proposed landscaped berm would create a visual and acoustic separation between the residential streets in Elmont and the Proposed Project on Site B. The approximately 8-foot-tall berm would have a minimum width of 50 feet, and would be landscaped with hedges and trees. This wide berm would shield the perimeter roadway from view of the neighboring residential properties to the east of Site B and would minimize light intrusion in the Elmont neighborhood. The use of full cut-off luminaires would minimize light trespass at the property boundary on Site B with no lighting directed towards the residential streets to the east. By using poles no taller than 35 feet, and with the relative grades and height of the proposed landscaped berm as well as the use of shielding to control the direct view of the light fixtures themselves from neighboring properties, little or no direct illumination is anticipated to be detectable within the Elmont neighborhood beyond the Site B property line. The residential streets in the Elmont neighborhood would therefore not be adversely affected by the proposed Site B Eastern Portion lighting zone.

SITE B – RETAIL VILLAGE

This area includes the Site B retail stores, food and beverage locations, along with customer service areas. The retail village would operate both during the day and evening and would need to be a comfortable environment to allow shoppers to browse, rest and relax, encouraging longer stays at the center. Lighting would help create a sense of place at night through a combination of lighting of pedestrian walkways and plazas; retail façades; and architectural and landscape features such as water features and other graphic elements. Retail storefronts would be the main focus, where merchandise is displayed, and the lighting throughout would help draw focus to these areas. Lighting would be programmed by a lighting control system that would allow for differing lighting levels, based on times of day, and amount of shoppers present. Reduction of lighting would occur after retail hours, and roadway lighting would be reduced on dark evenings at the arena.

Walkways would be lit with poles of a more pedestrian scale that may vary from 10 to 20 feet tall, providing a minimum of 1 foot-candle and maximum of 10 foot-candles along the walking surface. At plazas and other major gathering areas, a higher maximum of up to 30 foot-candles may be required for events. Retail village promenade lighting would be kept below the top of the parapet of retail buildings.

Various types of luminaires may be used to create a pleasant and safe shopping environment. Pedestrian poles could include lantern and glowing elements to help create scale and atmosphere within the retail village lighting zone. Buildings could be lit with a variety of luminaires that may include decorative sconce fixtures; uplights on architectural features; downlights from cornices, eaves or other overhanging building elements; internally illuminated windows; and highlighting of other elements. Landscaped areas would be illuminated with small-scale luminaires that may be ground or recessed mounted, or with luminaires mounted in larger scale trees.

Building and walkway illumination would be controlled by time clock and daylight sensors to operate from dusk to end of operations. A lighting control system would provide the ability to lower light levels after closing to provide sufficient safety and security lighting.

The retail village lighting zone would be located west of the Site B Eastern Portion lighting zone, and near residential streets in the Elmont neighborhood. As discussed above, the Proposed Project

on Site B would include a landscaped corridor on the eastern edge of the Project Site, minimizing light intrusion to the residential streets to the east. The retail storefronts are designed to be internally facing so as to control views and light migration off site. The outward-facing sides of retail buildings that face towards the Elmont neighborhood east of Site B are largely protected from view by decorative walls and gates. Security and safety lighting would be located to be out of view and with controlled distribution. The proposed retail village lighting would be indirectly visible from the residential streets in the Elmont neighborhood, and at a distance from the neighborhood. Therefore, the proposed Site B retail village lighting zone would not adversely affect the Elmont neighborhood's residential streets.

SURFACE PARKING LOTS

Parking field poles would be 30 to 40 feet tall with full cut-off luminaires that would provide a minimum of 1 foot-candle and maximum of 10 foot-candles on all parking surfaces. Full cut-off luminaires would be spaced to provide even illumination in the parking fields.

Parking field illumination would be controlled by time clock and daylight sensors to operate from dusk to dawn. A lighting control system would provide the ability to lower light levels after events on site to limit unwanted lighting late at night, but still provide sufficient safety and security lighting.

In each of the parking lots, the locations and distribution of light poles would be selected to limit illumination to parking surfaces only. Full cut-off luminaires and shielding would minimize light trespass at the property boundary, with no direct lighting to occur beyond to the adjoining residential neighborhoods. As described above, the East Lot is south of the Floral Park neighborhood, though the North Field provides a green buffer to residential streets to the north of the East Lot, and a heavily vegetative area to the west of the North Field also provides a buffer. With full cut-off luminaires and shielding, as well as a lighting control system, the proposed East Lot lighting zone would not result in light trespass in the Floral Park residential streets, and would not adversely impact residential streets in the neighborhood. As described above, the North Lot is within view of the Floral Park-Bellerose School, though the Proposed Project would include a planted hedgerow (at least 8 feet in height) with dense evergreen vegetation along a new replacement fence with privacy screening along the northeast perimeter of the North Lot (generally following the property line between the North Lot and the Floral Park-Bellerose School) to limit its visual connection with the Floral Park-Bellrose School. Additional fencing with privacy screening would be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue to shield the adjacent Floral Park neighborhood from parking activities in the North Lot. In addition, the school is primarily active during the daytime, when the proposed lighting would not be in use, and, therefore, proposed lighting at the North Lot would not adversely affect views from this aesthetic resource.

ROADWAYS

This area includes the access roadways for vehicles and trucks into and out of the Project Sites off Hempstead Turnpike and the Cross Island Expressway.

Roadway poles would be 25 to 35 feet tall with full cut-off luminaires that would provide a minimum of 0.5 foot-candles and maximum of 5 foot-candles along the roadway surface. Full cut-off luminaires would be spaced evenly along roadways at approximately 60- to 80-foot on center with light distribution designed to minimize light trespass off site.

Roadway illumination would be controlled by time clock and daylight sensors to operate from dusk to dawn. The lighting control system would provide the ability to lower light levels after on site events to limit lighting late at night, but still provide sufficient safety and security lighting. Full cut-off luminaires would minimize light trespass at the property boundary with no direct lighting occurring beyond.

The access roadways are located adjacent to Hempstead Turnpike and the Cross Island Expressway and are not in close proximity to residential areas or aesthetic resources. Therefore, the proposed lighting at the roadways controlled by NYAP would not result in adverse impacts to these sensitive receptors.

PEDESTRIAN BRIDGE

This area is a pedestrian link above Hempstead Turnpike between Sites A and B.

Low scale illumination would provide a minimum of 0.5 foot-candles and maximum of 5 foot-candles along the walking surface of the footbridge. The walkway surface may be lit with a combination of illuminated handrails, low step lights, under bench lighting, low landscape lighting, illuminated bollards, or short pedestrian poles.

Walkway illumination would be controlled by time clock and daylight sensors to operate from dusk to dawn. To limit lighting late at night, a lighting control system would provide the ability to lower light levels after events on Site A or after retail village shopping hours, but would still provide sufficient safety and security lighting. Landscaped screening on either side of the bridge walkway would shield views of the walkway from Hempstead Turnpike and nearby residential neighborhoods. All lighting would be lower than the landscaped screening and would be directed inwards, towards walking surfaces.

The pedestrian bridge is surrounded by the Project Sites to the north and south and Hempstead Turnpike to the east and west. The proposed pedestrian bridge lighting zone would limit light trespass off site and would not be expected to result in any visual impacts to the surrounding area.

F. MINIMIZATION AND MITIGATION OF IMPACTS

As has been described above, the proposed arena and hotel would be visible from certain aesthetic resources or sensitive viewer locations in Elmont, Queens Village, and Floral Park. However, although they would be larger structures than found throughout most of the study area, the Proposed Project would not result in a significant adverse aesthetic impact because the Proposed Project would not obstruct views to aesthetic resources or otherwise significantly detract from, or cause a diminishment of the public's enjoyment of a resource.

The proposed design of the retail village on Site B, containing primarily one- to two-story buildings with small footprints, along with the proposed linear vegetated open space (providing a buffer to the residential neighborhood in Elmont to the east), would not result in any impacts to views to aesthetic resources or diminish the public's enjoyment of a resource, or significantly adversely impact sensitive viewers.

The proposed North and East Lots would become more active, and the North Lot would contain small ticketing booths. The East Lot would not contain any permanent ticketing structures. An electrical substation would be located between the North Lot and the Cross Island Parkway to the northwest of the North Lot. In views from the S/NR-eligible Floral Park-Bellerose School and residential streets that abut the North Lot to the east, southern views would continue to contain

partially or fully obstructed views of the North Lot, which would continue to be utilized for parking. To further reduce the potential for impacts along the northeastern perimeter of the North Lot, the proposed vegetative buffer would be provided to screen views to the North Lot.

The structures resulting from the Proposed Actions would not obstruct views to, or interfere with or reduce the public's enjoyment and/or appreciation in the appearance of an aesthetic resource. Similarly, the Proposed Project's lighting strategy incorporates best-practices principles related to duration and usage, brightness, orientation, directionality, form, and fixtures that would minimize light pollution. Therefore, the Proposed Actions would not result in a significant adverse impact to aesthetic resources and no aesthetic resources mitigation measures are necessary. ✷