APPENDIX B

Historic and Cultural Resources Correspondence

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

May 25, 2018

Rachel Shatz
Vice President, Planning and Environmental Review
Empire State Development Corp.
633 3rd Avenue, 34th Fl.
New York, NY 10017
(via email)

Re: ESD
Belmont Park Redevelopment
2150 Hempstead Turnpike, Elmont (Hempstead), Nassau County
18PR00607

Dear Ms. Shatz:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation's Division for Historic Preservation. We have reviewed your request in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/ Cultural resources.

Based upon this review of the material submitted, it is our opinion that Belmont Park does not meet the criteria for inclusion in the New York State or National Registers of Historic Places.

If I can be of any further assistance, please do not hesitate to contact me at (518) 268-2166 or john.bonafide@parks.ny.gov.

Sincerely,

John A. Bonafide
Director,
Technical Preservation Services Bureau
Agency Historic Preservation Officer

cc: Claudia Cooney, AKRF *(via email)*

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

August 10, 2018

Rachel Shatz
Vice President, Planning and Environmental Review
Empire State Development Corp.
633 3rd Avenue, 34th Fl.
New York, NY 10017
(via email)

Re: ESD
Belmont Park Redevelopment
2150 Hempstead Turnpike, Elmont (Hempstead), Nassau County
18PR00607

Dear Ms. Shatz:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation's Division for Historic Preservation. We have reviewed your request in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/ Cultural resources.

Based on our review of the previously submitted materials and the revised project plan (dated 7-10-2018), our office found that no historic or archaeological properties will be impacted by the proposal.

If I can be of any further assistance, I can be reached at john.bonafide@parks.ny.gov or (518) 268-2166.

Sincerely,

John A. Bonafide
Director,
Technical Preservation Services Bureau
Agency Historic Preservation Officer

cc: Claudia Cooney, AKRF *(via email)*

Close

View and/or Address a Response

Project 18PR00607: Belmont Park Redevelopment (62QQ7E2XIVXN)

View Project

Please accept the following information below as the consolidated response from NYS SHPO for the above referenced submission.

Review Responses

Reviewer	Review Type	Response
Tim Lloyd	Archaeology	We have reviewed the plans for the "Blue Lot." OPRHP has no concerns regarding potential impacts to archaeological resources. As per our letter dated August 10, 2018, OPRHP continues to recommend that that no historic or archaeological properties will be impacted by the project.

Information Requests

Process	Status	Reviewer	Review Type	Request Type	Request Entity	Request Item	Request Description
No Request Records							

Attachments

Attachment	Reviewer	Review Type	Type	Name	Description
No Attachment Records					

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January 31, 2018 OPRHP Submission

Belmont Park Redevelopment Project
Town of Hempstead
Nassau County, NY

PROJECT DESCRIPTION

New York Arena Partners, LLC (NYAP) proposes to construct a sports and entertainment destination (the "Proposed Project") at Belmont Park in the Town of Hempstead, Nassau County, New York. The Proposed Project would redevelop two underutilized parcels located within Belmont Park, south of the existing Belmont Park Racetrack and Grandstand/Clubhouse (the "Project Sites"), as shown in **Figure 1a**. The Project Sites include a parcel north of Hempstead Turnpike ("Site A") and a parcel south of Hempstead Turnpike ("Site B"), directly east of the Cross Island Parkway.

The Proposed Project would redevelop the Project Sites with an arena for the New York Islanders National Hockey League (NHL) franchise and for other entertainment events; dining, retail, and entertainment uses within a "retail village" adjacent to the proposed arena; a hotel; commercial office space; community center space; publicly accessible open space; parking; and two pedestrian bridges providing access between Sites A and B (see **Figures 2 and 3**). The Sites are currently owned by the State of New York acting by and through the Franchise Oversight Board (FOB), and are leased through a ground lease to The New York Racing Association, Inc. (NYRA) (the "Ground Lease"), which will expire on September 12, 2033.

The New York State Urban Development Corporation d/b/a Empire State Development (ESD), on behalf of the FOB, issued a Request for Proposals ("the Developer RFP") for the redevelopment of the Project Sites. NYAP was conditionally designated by ESD as developer of the Proposed Project, subject to completion of the requisite environmental review, among other conditions. The Proposed Project is preliminarily expected to require several ESD actions including approval of Essential Terms of Transaction; disposition of the property through a lease granted by the FOB to the developer; and adoption of a General Project Plan, including a full zoning override of the Town of Hempstead Building Zone Ordinance (BZO) to facilitate the Proposed Project. These actions are subject to SEQRA and review under the New York State Historic Preservation Act (SHPA) of 1980, as set forth in Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law. ESD is proposing to serve as lead agency under SEQRA.

Site A would be redeveloped with the proposed arena, retail village, hotel, and office space. The proposed arena would be a new multi-purpose state-of-the-art facility located in the eastern central portion of Site A. The arena would contain approximately 18,000 seats and has been designed to the demand specifications of an NHL facility, and would also be constructed with the expectation of hosting major concerts, college sports, conferences, and family events. The proposed 435,000-gsf retail village would be constructed east of the proposed arena. The proposed retail village is intended to be a complementary use that is anticipated to draw customers from the proposed arena complex and Belmont Park, and would also serve existing local and regional trade areas. The proposed hotel would be located west of the Belmont Park Grandstand/Clubhouse and would rise above the 102-foot-high Grandstand/Clubhouse and the proposed arena and retail village to a height of approximately 265 feet, providing views of the Racetrack. With up to 250 hotel rooms and conference facilities, the hotel is intended to serve the existing Belmont Park Racetrack and surrounding community, as well as new demand generated by the Proposed Project. The proposed office space totaling 30,000 gsf is expected to be used primarily by employees associated with the New York Islanders, staff, and arena operations.

Site B would be primarily utilized for surface parking, and also redeveloped with new open space and a 10,000-gsf community facility that would be maintained and operated by NYAP. It is anticipated that the community space will host health and wellness programming as well as educational and career development.

In addition, it is expected that NYAP would utilize existing parking at Belmont Park in the North Parking Lot (the "North Lot") and the South Parking Lot (the "South Lot") through a shared parking agreement with the FOB. The North Lot is currently only used by NYRA during the Belmont Stakes; at all other times the lot is generally used for parking car dealership vehicles. There would also be limited structured parking on Site A, in the arena's podium.

PROJECT SITES

The Project Sites are located within Belmont Park, a State-owned property that is leased by the FOB to NYRA. Belmont Park is a major thoroughbred horseracing facility that first opened in 1905. The grandstand at Belmont Park, one of the largest in thoroughbred racing, with seating for approximately 33,000 attendees and a total capacity for over 100,000, was redeveloped between 1964 and 1968. The facility's premier racing event is the annual Belmont Stakes, which has recently attracted attendance between 60,000 and 100,000 visitors.

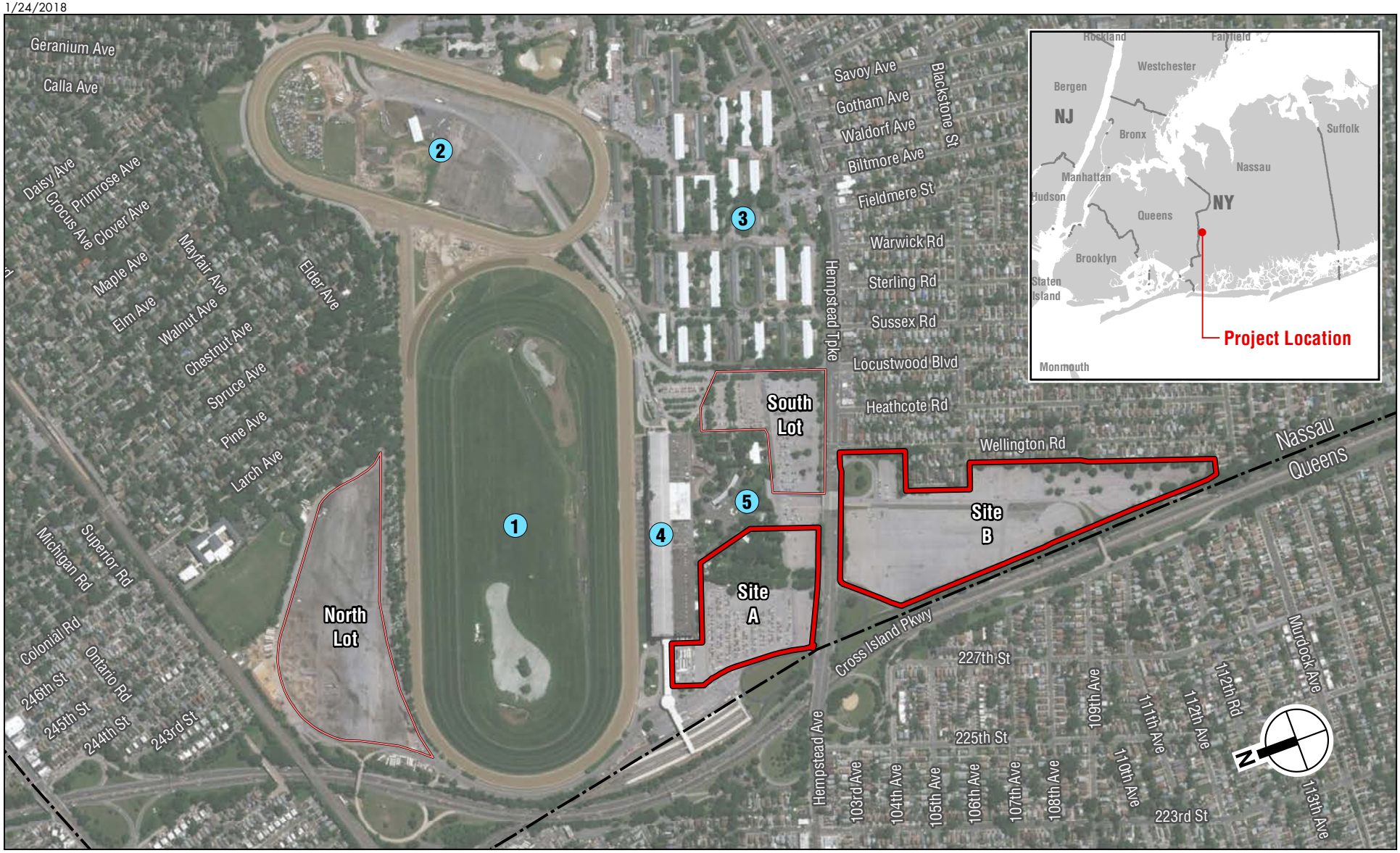
Photographs of the Project Sites and Surrounding Area are provided as separate photographs with locations listed in **Table 1** and keyed to **Figure 1b**. Site A is currently used for surface parking as well as a private open space area adjacent to the Belmont Park paddock. This site is bordered on the south by Hempstead Turnpike, a four- to six-lane local road that is a major commercial corridor, and is also adjacent to the Cross Island Parkway, a six-lane limited access highway that extends north from the intersection of the Southern State and Belt Parkways near Valley Stream to its intersection with the Whitestone Expressway near College Point, Queens. West of Site A, the Cross Island Parkway runs along the Nassau-Queens border. Immediately west of Site A is the Belmont Park station of the Long Island Rail Road ("LIRR"), located on a spur of the Hempstead Branch. As detailed above, the Proposed Project would redevelop the parking area and a portion of the private open space with the proposed arena, retail village, hotel, and office space. In addition to the removal of the paved parking, this would require the removal of elements of the private open space area, including betting booth and concession stands, a playground, and picnic/seating areas. No changes would be made to the grandstand/clubhouse, the paddock area, or the stables area.

Site B, located south of Hempstead Turnpike, is currently used for surface parking for Belmont Park racing events. This site is bordered by the Cross Island Expressway to the south, Hempstead Avenue to the west, and residential development to the north and east. The parking lots would be reconfigured and new open space developed with the Proposed Project, with the south portion of the parking area to be redeveloped with the proposed community facility.

The North Lot is an unpaved parcel located north of Belmont Park Racetrack, bordered to the west by the Cross Island Parkway. This parking lot would be improved and continue to be utilized for parking in the future with the Proposed Project.

The South Lot is located south of the racetrack and directly east of Site A. This parking lot would continue to be utilized for parking in the future with the Proposed Project.

1/24/2018



Project Sites

North and South Parking Lots

1 *Main Track*

2 *Training Track*

3 *Stables Area*

4 *Grandstand/Clubhouse*

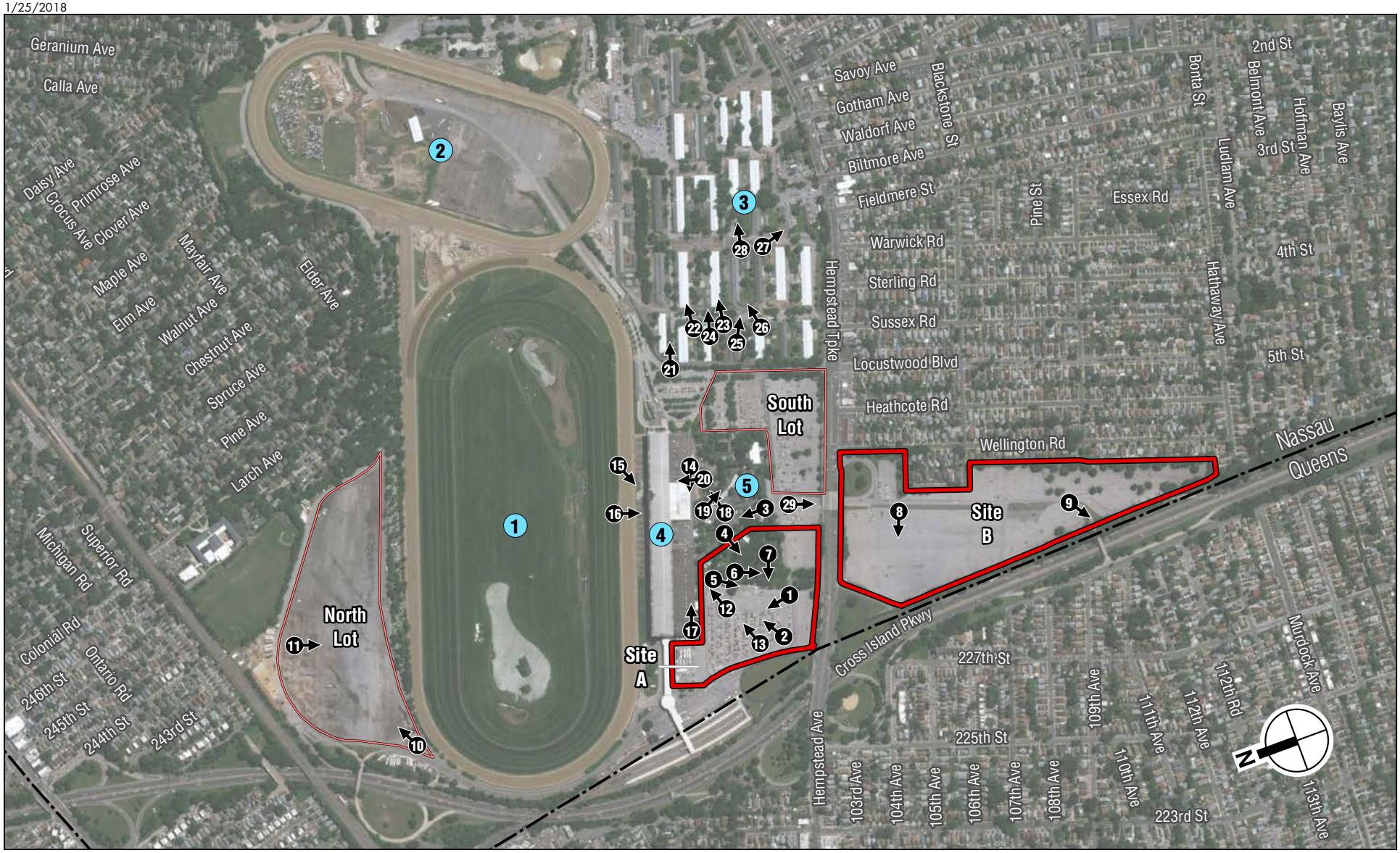
5 *Saddling Paddock*

0 2,000 FEET

BELMONT PARK REDEVELOPMENT PROJECT

Project Location
Figure 1a

1/25/2018



Project Sites

North and South Parking Lots

Photograph View Direction and Reference Number

1 Main Track

2 Training Track

3 Stables Area

4 Grandstand/Clubhouse

5 Saddling Paddock

0 2,000 FEET

BELMONT PARK REDEVELOPMENT PROJECT

Location of Photos

Figure 1b

1.23.18

Proposed Project Site Plan

BELMONT PARK REDEVELOPMENT PROJECT

Figure 2

1.23.18

Illustrative Rendering of Proposed Project

BELMONT PARK REDEVELOPMENT PROJECT

Figure 3

Belmont Park Redevelopment Project
Town of Hempstead
Nassau County, NY

BELMONT PARK HISTORY AND ALTERATIONS[1]

Belmont Park opened on May 4, 1905, following a decision by the Westchester Racing Association to move its races from Morris Park in what is now the Bronx. The new complex was named for August Belmont I, who helped establish a horse racetrack at Jerome Park (also located in the Bronx) where the Belmont Stakes (the oldest of the Triple Crown races) was originally run in 1867.

Belmont Park comprises 650 acres in the hamlet of Elmont in the Town of Hempstead, Nassau County. Its original main track was oval shaped and spanned 1.5 miles, connecting to a nearby training track angled nearly perpendicular to the main track. Inside the main track were two additional courses: a turf track and a steeplechase course.

The original Belmont Park grandstand extended 650 feet and provided seating for 9,000 spectators. The complex's expansive grounds included a large stables area east and southeast of the grandstand, a Turf and Field Club in the former William de Forest Manice Mansion, and a clubhouse adjacent to the grandstand. Efforts were made during construction to preserve the property's existing trees, including a single white pine located in the saddling paddock adjacent to the grandstand. Encircling the Belmont Park complex was an iron fence with spear-like ornamentation; the main entrance gate included four stone piers that were given to the Westchester Racing Association by the South Carolina Jockey Club.

In 1917, the original grandstand caught fire as a result of arson. It was repaired and completely renovated in 1920. These 1920 renovations included increasing the length of the grandstand to 950 feet in order to provide seating for 17,500 spectators. The brick-clad grandstand featured arched openings and a semicircular pavilion. A Long Island Rail Road (LIRR) spur and station provided service to Belmont Park; a long, covered walkway extended from the pavilion toward the station and sheltered visitors arriving by train. The station was located south of Hempstead Turnpike.

Another change at Belmont Park since its original construction involves the direction of the horse races. Early races at Belmont Park were run clockwise; to account for this, a chute that released the horses for the races extended from the back left turn when viewed from the grandstand. However, racing at Belmont Park soon changed to a counterclockwise direction, to conform with most American racetracks at the time. This resulted in shifting the chute from the track's back left turn to the back right turn. Additional chutes were located elsewhere, including one on the training track that resulted in some early Belmont Stakes races being run in an S-shape around the training and main tracks. In 1926 a diagonal chute was constructed, but was abandoned in 1958.

In the mid-20th century, the New York Racing Association (NYRA) was formed and consolidated three racetracks—Aqueduct, Belmont Park, and Saratoga—into single ownership. Plans were made to renovate each track, beginning with Aqueduct, which reopened in 1959. Plans for Belmont Park were often contentious, and at one point, renowned architect Frank Lloyd Wright offered to redesign and reimagine Belmont Park. Instead, NYRA chose California architect Arthur Froehlich to design the new Belmont Park. Froehlich was a noteworthy racetrack designer, having completed similar projects, including the Hollywood Park Racetrack (1938), Garden State Park Racetrack Grandstand/Clubhouse (1942, now demolished), and the nearby Aqueduct Racetrack renovations that were completed in 1959. The grandstand and clubhouse at Belmont Park were demolished in 1962, and the complex remained closed for an approximately $30 million renovation until 1968. The LIRR Belmont Park station also relocated to an area directly west of the grandstand. Belmont Park reopened on May 20, 1968, with a new

[1] Based on preliminary research conducted by WSP USA for the designated developer.

grandstand/clubhouse that featured a brick exterior and large arched openings, emulating the design of its predecessor. The grandstand provides seating for 32,941 attendees and extends 1,266 feet long and 105 feet high. The tracks, saddling paddock, and stables area remained largely unchanged.

The renovated Belmont Park opened in time to witness the great Triple Crown wins of the 1970s, including that of Secretariat in 1973, who holds the time record at the Belmont Stakes. A statue of Secretariat is located within the paddock area. Since its opening, Belmont Park has witnessed every Triple Crown winning race in the history of American thoroughbred racing, beginning with Sir Barton in 1919 and more recently with American Pharoah in 2015.

BELMONT PARK ALTERATIONS

Since its opening in 1905, Belmont Park has undergone substantial alterations; however, original features remain from the era prior to the 1962–1968 renovations, including the saddling paddock and its single white pine tree that is now over 200 years old, the stables area and its associated buildings, and the general layout of the main track and training course. Portions of the original fencing and the stone piers at the entrance gate also remain, as well as sections of an ornamental iron railing featuring horse racing that have been relocated to the paddock area.

Original Belmont Park elements that are no longer extant include the former Manice Mansion, which was demolished after 1956. The Turf and Field Club moved into the current grandstand/clubhouse building after its construction in 1968. Sanborn Fire Insurance Company Maps and historic photos also indicate the presence of an administration building located on the east side of the grandstand that is no longer extant. Alterations have occurred within the stables area, although specific changes require additional research. Parking areas have expanded into the remaining landscaped area between the main track and Hempstead Turnpike.

	Table 1
Photo ID#	**View/Caption**
Site A Photos	
1	View from the southeast corner of the parking area on Site A, looking northwest towards the Belmont Park Long Island Railroad Station.
2	View from the southwest corner of the parking area on Site A, looking northwest towards the Belmont Park grandstand/clubhouse and paddock area.
3	View from the Belmont Park paddock gate, looking northwest toward the picnic area and the grandstand/clubhouse.
4	View from within the central paddock area, looking west towards the picnic area and the parking area on Site A.
5	View from the northwest corner of the paddock area, looking southwest toward the picnic area and the parking area on Site A.
6	View from the northwest corner of the paddock area, looking south toward the picnic area.
7	View from the western part of the paddock area, looking west toward the parking area on Project Site A.
Site B Photos	
8	View from the northern area of Site B, looking west.
9	View from the southern area of Site B, looking southwest at a closed entrance to the Cross Island Parkway.
North Lot Photos	
10	View from the southwestern corner of the North Lot, looking northeast across the North Lot.
11	View from the northern edge of the North Lot, looking south across the North Lot toward the Belmont Park racetrack and grandstand/clubhouse.
Surrounding Belmont Park Area Photos	
12	View from the northeast corner of the parking area on Site A, looking northeast toward the grandstand/clubhouse and west paddock gate.
13	View from the western edge of the parking area on Site A, looking northeast toward the grandstand/clubhouse and west paddock gate.
14	View from within arcade at the southern edge of the grandstand/clubhouse, looking west. The paddock area lies to the left.
15	View from the Belmont Park racetrack, looking southwest toward the grandstand/clubhouse.
16	View from the racetrack, looking south toward the grandstand/clubhouse.
17	View from just outside the southwest corner of the grandstand/clubhouse, looking east. The parking area on Site A lies to the right, and the paddock area is visible in the background to the right. The grandstand/clubhouse's arcade lies to the left.
18	View from within the center of the paddock area, looking northeast toward the main paddock structure.
19	View from next to the main paddock structure, looking southeast.
20	View from just south of the eastern portion of the grandstand/clubhouse, looking north towards the grandstand/clubhouse and the passage that allows horse access from the racetrack to the paddock area.
21	View from the northwestern corner of the stable area, looking east.
22	View of Stable 6 in the northeastern section of the stables area.
23	View of Stable 5 in the northeastern section of the stables area. [*Note: This stable was quarantined at the time of photography, due to an infected horse.*]
24	View of a small building located in between stable structures.
25	View of the large curved stable in the center of the stable area.
26	Alternative view of the large curved stable in the center of the stable area.
27	View of structures in the southern portion of the stable area.
28	View from the center of the stable area, looking northwest toward additional stables.
29	View from just south of the paddock area (just outside the main paddock gate), looking south at the Hempstead Avenue underpass which leads to Site B.

01/17/2018 13:19

01/17/2018 13:20

01/17/2018 12:18

Restrooms
Festival Tent
Paddock Exit
Duck Pond
Playground
01/17/2018 12:20

RESTROOMS
01/17/2018 12:36

01/17/2018 12:43

01/17/2018 12:43

01/17/2018 13:52

enterprise
01/17/2018 13:53

Parking
GREEN
Field
01/17/2018 13:24

01/17/2018 13:27

WEST PADDOCK GATE
01/17/2018 13:21

01/17/2018 13:20

01/17/2018 12:27

01/17/2018 12:29

BELMONT PARK
BELMONT PARK
BELMONT PARK
01/17/2018 12:31

01/17/2018 12:40

01/17/2018 12:20

01/17/2018 12:22

01/17/2018 12:26

01/17/2018 12:59

6
01/17/2018 13:00

5
USDA
QUARANTINE
BARN
01/17/2018 13:02

C-11
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PARKING
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01/17/2018 12:49

April 11, 2018 OPRHP Submission

Belmont Park Redevelopment Project
Town of Hempstead
Nassau County, NY

BELMONT PARK HISTORYS AND ALTERATIONS

SITE OVERVIEW

Belmont Park comprises 650 acres in the hamlet of Elmont in the Town of Hempstead, Nassau County. Approximate periods of development are included in Figures A and B. The original Belmont Park complex opened on May 4, 1905. The first phase of development at Belmont Park included the following elements: a Grandstand; Field Stand; Main Track; Training Track; Club House; Administration and Jockey Building; Saddling Paddock; Rotunda; entrance gate and fencing; and an area containing stables and cottages (see Figure 6-A).

The original Grandstand was 650 feet long and located on the south side of the main track, seating 11,000 spectators (rebuilt 1917, demolished 1962-1965). The brick, steel, and concrete Field Stand was located directly east of the Grandstand, seating 4,000 people (demolished prior to 1925, based on a Sanborn Fire Insurance map from that date). West of the Grandstand stood a three-story brick Club House (demolished prior to 1966). The two-story Administration and Jockey Building (demolished prior to 1939, based on a Sanborn Fire Insurance map from that date) was located west of the Grandstand and Club House.

Located south of the Club House and Grandstand stood the Saddling Paddock, a yellow pine building with a shed roof, measuring 295x83 feet and containing 36 stalls (demolished prior to 1966, based on aerial photographs from that date) (see Figure 6-B). On the walkway leading directly from the entrance to Grandstand stood the one-story Rotunda (demolished prior to 1966) (see Figure 7-C). The Main Track and Training Track occupied the north portion of Belmont Park, as in existing conditions, with the Training Track to the east. A stables area was located in the east and southeastern portions of Belmont Park, with 40 stables and multiple small kitchen structures. The area south of the Grandstand, known today as the Backyard, was a landscaped area with tree-lined paths and flowerbeds.

As detailed in the following sections, the only elements of the original 1905 development that still remain in Belmont Park are: the Main Track and Training Track (altered as noted below), four stone piers at the entrance gate, iron fencing at the edges of the Park, and approximately 28 stables (that are either original, or have been rebuilt on the footprint of the original building).

The William de Forest Manice Mansion, also known as Oatlands, was situated approximately 660 feet south of the Grandstand near the main entrance of Belmont Park, facing Jamaica and Hempstead Road. The large and imposing Tudor-Revival and Gothic Style mansion was built before 1820. From the opening of Belmont Park in 1905 until it was demolished in 1956, the mansion housed the Turf and Field Club, with a glass-enclosed dining room overlooking a garden and pond, and a landscaped walking path leading through gardens to the grandstand. A Long Island Railroad station was located south of the facility, accessed by a tunnel beneath Jamaica and Hempstead Road (relocated 1962-1968).

A second phase of development occurred from 1917 to circa 1939, when the Grandstand was rebuilt after a fire and additional buildings were constructed in Belmont Park. In 1919 and 1920, the Grandstand was lengthened and the track was altered to provide a counterclockwise race. The steeplechase course was removed before 1925. By 1925, a training stables was built immediately west of the existing stables area; it was subsequently demolished, prior to 1966. By 1939, three additional training stables were built in the eastern portion of Belmont Park. Two of these training

stables exist today. By 1925 and 1939, Belmont Park included 41 and 45 stables, respectively. Seven of the existing stables were constructed between 1905 and 1925, or have been rebuilt on the footprint of those buildings; 12 of the existing stables were constructed between 1925 and 1939, or have been rebuilt on their original footprint. An Administration building was built between the training stables and Grandstand prior to 1939 (demolished prior to 1966). By 1939, 17 cottages, a Public Kitchen, a washhouse, and three additional dwellings were also located within the stables area. As detailed in the following sections, approximately 17 of these buildings exist in Belmont Park today, although most have been significantly altered. In total, 36 structures—two training stables, 19 stables, and approximately 17 residences/associated structures—remain in Belmont Park from this phase of development.

A walking ring and a pari-mutuel building were built between 1939 and 1962 in what is now referred to as the Backyard area, south of the Grandstand. Between 1939 and 1966 (according to aerial photographs), numerous buildings were constructed in the stables area. By 1966, 57 stables and dozens of cottages and associated structures existed in the stables area. From this period of development, the Backyard walking ring, ten stables (either built between 1939-1966, or subsequently rebuilt on the footprint of the original), and approximately 50 cottages and associated structures are still extant.

The next major phase of development at Belmont Park began in 1962, when the Grandstand was deemed unsafe and closed for reconstruction. From 1963 through 1967, Aqueduct Racetrack hosted the Belmont Stakes. During those five years, a new Grandstand and Clubhouse were built as a single building. In addition, a new entrance was built at Plainfield Avenue, new parking lots were built and existing parking lots were resurfaced, two new concrete tunnels were created to provide access to the parking lot under the track racing surface, infield lakes were enlarged in the Main Track, and the Backyard area south of the Grandstand was altered. During the 1960s reconstruction, at least one stable was rebuilt. In the Backyard, a new saddling paddock and bleachers were constructed, concession stands were installed, and the ca.1940-1965 pari-mutuel booth was demolished. The iconic white pine at the center of the walking ring, as well as the wrought iron fence and moveable wooden benches surrounding it, were maintained. The stables reopened on March 1, 1967 and the entire grounds, including the new, combined Grandstand/Clubhouse structure, opened to the public on May 20, 1968. In total, the Grandstand/Clubhouse, saddling paddock and bleachers in the Backyard, and stables and cottages in the stables area remain in Belmont Park from this third phase of development, with alterations as noted.

Within the past 50 years, many of the stables have been altered or rebuilt, and two additional stables have been constructed since 1966. Numerous cottages and associated structures also have been altered or built within the stables area. Other changes have been made to the Grandstand/Clubhouse building, as detailed below, and concession stands have been built directly west of the walking ring in the Backyard.

GRANDSTAND AND CLUBHOUSE

The original (1905) Grandstand was 650 feet long and provided seating for 11,000 spectators. It suffered fire damage in 1917 and was repaired and renovated in 1920 as a brick-clad building with arched openings and a semicircular pavilion. The building was lengthened to 950 feet in order to provide seating for 17,500 spectators. At the end of the season in 1956, the Manice Mansion (which as noted above had housed the Turf and Field Club from the opening of Belmont Park in 1905) was demolished, and Turf and Field Club took over a room in the mezzanine level of the Grandstand.

The Grandstand closed on October 27, 1962, when the stands were declared unsafe. The ground breaking for the new building occurred on July 20, 1965 and the topping out ceremony was held on April 20, 1967, during which the steel support for the Grandstand was set in place.

The existing Grandstand/Clubhouse features a brick exterior and large arched openings (see Figure 2A-K). The building is 1,266 feet long and 105 feet tall and provides seating for 32,941 spectators (including picnic tables and benches), and can accommodate crowds of 80,000 or more. The building was constructed on four levels, with the ground level built to accommodate grandstand patrons and the upper stories for clubhouse patrons. When it opened, the building featured six sit-down restaurants, a 1,400-seat dining room, 59 concession stands and 206 boxes, 24 escalators, and three clubhouse elevators. The upper floor lobby features an iron gate transferred from the historic Jerome Park Racetrack of 1866, which was donated to Belmont Park in 1937 by the late Perry Belmont. The Grandstand/Clubhouse contains 908 mutuel (betting) windows, with each window originally designed with arched openings.

Since its construction in 1968, the Grandstand/Clubhouse has been altered to accommodate newer equipment in the concessions and betting stations, and to comply with fire and ADA standards. The entrances and seats have been upgraded for ADA compliance, and new televisions and updated technologies for placing bets and viewing races have been installed. On the upper stories of the grandstand, three staircases have been constructed within the past five years to meet fire safety standards. The Grandstand/Clubhouse currently provides trackside dining for 2,300 customers, and other dining accommodating 700 people. The existing two dining rooms are located on the third and fourth floors. The facility's original pneumatic tube system for transporting money from the betting stations and a money counting room in the basement are extant but abandoned. The round-headed cashiers windows, which featured ornamental metal grates on each window, have been replaced with square openings (see Figure 2C).

MAIN TRACK/TRAINING TRACK

The existing Main Track and Training Track were constructed as part of the original (1905) development of Belmont Park. The original main track was oval shaped and spanned 1.5 miles; it connected to the training track, which angled nearly perpendicular to the main track. As it does today, the Main Track included a Dirt Course and a Turf Course. The tracks are in their original location on the north side of the existing Grandstand/Clubhouse; however, the Training Track was moved slightly during the 1960s reconstruction. A steeplechase course originally traveled in an S-shape around the Main and Training Tracks, extending outside the main track, but was removed by 1925 (see Figure 6-A). A quarter-mile Pony Track, located east of the training track, was constructed between 1939 and 1966 and is still extant. As part of the 1960s reconstruction, infield lakes were enlarged in the Main Track.

There are three structures at the center of the Training Track; a manure shed, a salt storage shed, and the Clockers Stand (see Figures 3A-B). The buildings are located at the east end of the track. The manure shed was built in 2012; the salt storage shed was built in 2015; and the Clockers Stand was built in 2016.[1] Tunnels under the racetracks were repaved with rubber pavers in the 1980s.[2]

BACKYARD

As described above, the portion of Belmont Park now referred to as the Backyard is located directly south of the Grandstand. The Backyard currently contains a walking ring that surrounds

[1] Based on site visit discussion with NYRA facilities, March 6, 2018.
[2] Based on site visit discussion with NYRA facilities, March 6, 2018.

a 200-year old white pine, a saddling paddock, bleacher and bench seating, and concession stands (see Figures 5A-G).

At the time of Belmont Park's original development, in 1905, the Backyard was a landscaped area with tree-lined paths and flowerbeds. Between 1939 and 1966, a walking ring was built in this area. The walking ring was surrounded by a wrought iron fence, which encircled a 200-year old white pine tree. A pari-mutuel building also was built in the Backyard between 1940 and 1965. (Pari-mutuel betting, a type of betting system, was introduced at race tracks in 1940.) Moveable wooden benches with wrought iron bases also were located in this area prior to the 1960s reconstruction.

During the 1960s reconstruction, the original saddling paddock was removed, a new saddling paddock and bleachers were constructed, concession stands were installed, and the ca. 1940-1965 pari-mutuel booth was demolished; the walking ring and its wrought iron fence and the white pine were maintained. The current 1968 saddling paddock is located southwest of the walking ring and follows the elliptical curve of the walking ring. It contains approximately 15 stalls and an enclosed office at the east end. The building has a flat roof with an overhanging eave on the north side supported on projecting brackets between each stall. Since its construction, the structure has been modified slightly to remove a back wall off several stalls. The concrete bleachers installed in this area during the 1960s reconstruction are located to the north side of the walking ring, near the south entrance to the Grandstand. A small kidney-shaped pond within the Backyard, southwest of the walking ring, is visible on 1966 aerial photographs. It is possible this pond may have been introduced earlier in Belmont Park's development, although it is not included in early maps, site descriptions, or photographs.

The structures in the west end of the Backyard, which comprise concession stands and a pari-mutuel booth along landscaped paved pathways, were all constructed after 1966 (based on a 1966 aerial photograph of the site). The existing pari-mutuel booth is located in the same location as the pari-mutuel booth that was demolished during the 1960s reconstruction (which is visible on the 1966 aerial photograph of the site). It has green wooden siding and a corrugated metal roof. The existing "Country Table" concession stand and a pyramidal-roof pavilion are located in the western portion of the Backyard. The "Country Table" has a shingle-clad pyramidal roof with a cupola. Review of aerial photographs indicate that the pari-mutuel building, the Country Table concession stand, the pavilion, and a square brick building at the east end of the Backyard, were all constructed between 1966 and 1980. Several additional concession stands were built between 1994 and 2000, including a stand in the northwest portion of the Backyard that is clad in wooden vertical siding with corrugated metal roofing, and a rectangular building southwest of the pari-mutuel booth.

In addition to the changes noted above, alterations to the Backyard area have taken place throughout the past 40 years, including the installation of modern metal benches with concrete bases which line the grass lawns and walkways. The walkway pavers are approximately 20 years old, and rubber pavers were added to the pathway between the inner circle and saddling paddock in the early 2000s.[1] Additional vinyl fencing and a playground were installed between 1980 and 2000. Modern (21st-century) covered picnic tables, referred to as "mushrooms," have been constructed for viewing the race on a television screen.

[1] Based on site visit discussion with NYRA facilities, March 6, 2018.

STABLES AND COTTAGES AREA

The east and southeast portions of Belmont Park are occupied by approximately 56 stables, two training stables, and approximately 90 additional buildings, including one- and two- story cottages, multi-family residences, and associated structures.

The 40 original (1905) stables within this portion of Belmont Park were wooden structures, each on a rectilinear plan, with sleeping quarters for attendants and stable hands built over the stalls. A 1905 description of the stables states that the roof of each building extends 14 feet on all sides, to allow horses to exercise in inclement weather. Unlike the existing conditions, the covered areas have now been enclosed with walls. The 1905 description indicates that the buildings were open-air structures. Sanborn Fire Insurance Maps dating from 1925 indicates that 18 of the stables within this area at that time were open air structures. It is possible that all of the original stables have been altered over time to be enclosed structures. A 1968 photograph of a stables interior shows a stable adapted with exterior walls (see Figure 7-D). The photograph also shows vertical wood cladding on the interior walls, glazed transom windows over each stall entrance, and multi-paned windows on the exterior walls.

Belmont Park contains 63 barns, including 59 stables, two training stables, as well as one Receiving Barn and one Pony Barn (see Figures 4A-K). Seven stables are built of concrete. The remainder of the stables are wooden structures, most of which were built before 1940. According to historic maps and aerial photographs (1939 Sanborn Fire Insurance Map and 2018 aerial photographs), approximately 28 of the existing stables were built in 1905 (or have been reconstructed on the footprints of the pre-1905 barns); 7 of the existing stables were built 1905-1925 (or have been reconstructed on the footprints of the pre-1925 barns); 12 of the existing stables and two of the existing training stables were built 1925-1939 (or have been reconstructed on the footprints of the pre-1939 barns); 10 of the existing stables were built 1939-1966 (or have been reconstructed on the footprints of the pre-1966 barns); and two stables have been built 1966-2018 (or have been reconstructed on the footprints of the pre-1925 barns). Most (if not all) barns from the earlier eras of development have been rehabilitated and updated since their construction, to introduce improvements such as rubber wall coverings, sprinkler systems, improved metal doors, and concrete footings. As detailed above, it is possible that the 1905 barns were updated to provide exterior walls; many barns reveal concrete side walls and vinyl windows. The majority of the barns also have been reclad with aluminum siding and new windows within the past ten years.[1] Some of the wooden barns have been completely reconstructed; these barns are located mostly in the eastern portion of Belmont Park and have the same layout and footprint as the original structures. At least two barns are currently in the process of reconstruction.

The two existing training stables (also known as jogging barns) were built prior to 1939, according to Sanborn Fire Insurance Maps from that date. The west training stables is composed of two separate pre-1925 rectilinear barns; in the 1930s, the barns were joined by two semi-circular additions to form a single structure. The semi-circular additions are built of cinder block. The east training stables also is built around a single pre-1925 barn, with additions made in the 1930s. As described above, a separate training barn was built by 1925 immediately southeast of the Grandstand, however, this building was demolished prior to 1966 (according to a 1966 historical aerial photograph). A fourth training stables was located among the stables area in 1939, but the training barn was subsequently converted back to two separate rectilinear barn buildings. As described above, by 1939 an Administration building was built between the training stables and

[1] Based on site visit discussion with NYRA facilities, March 6, 2018.

the Grandstand (according to Sanborn Fire Insurance Maps); however, this structure was demolished prior to 1966.

As noted above, the stables area currently includes approximately 90 one- and two- story cottages, multi-family residences, and associated structures (see Figures 4A-K). The residences house trainers and staff. One building, labeled as a Public Kitchen, appears on the 1905 site plan and is still extant today, or has been rebuilt on the footprint of the 1905 building. Only approximately 17 of these buildings date from the 1917-1939 phase of development, or have been reconstructed on the footprint of the original building. The extant buildings that date from this phase of development include one- and two-story cottages. The majority of these residential and associated buildings have been reclad in vinyl siding, feature significant alterations to the fenestration, and/or have been significantly altered with additions. Approximately 50 buildings date from the 1939-1966 era of development, and at least 10 buildings date from after 1966. Recent structures in the stables area include a three story dormitory building at the center of the stables area. Vinyl fencing and new streets have also been added to the stables area.

ENTRANCE GATES AND FENCING

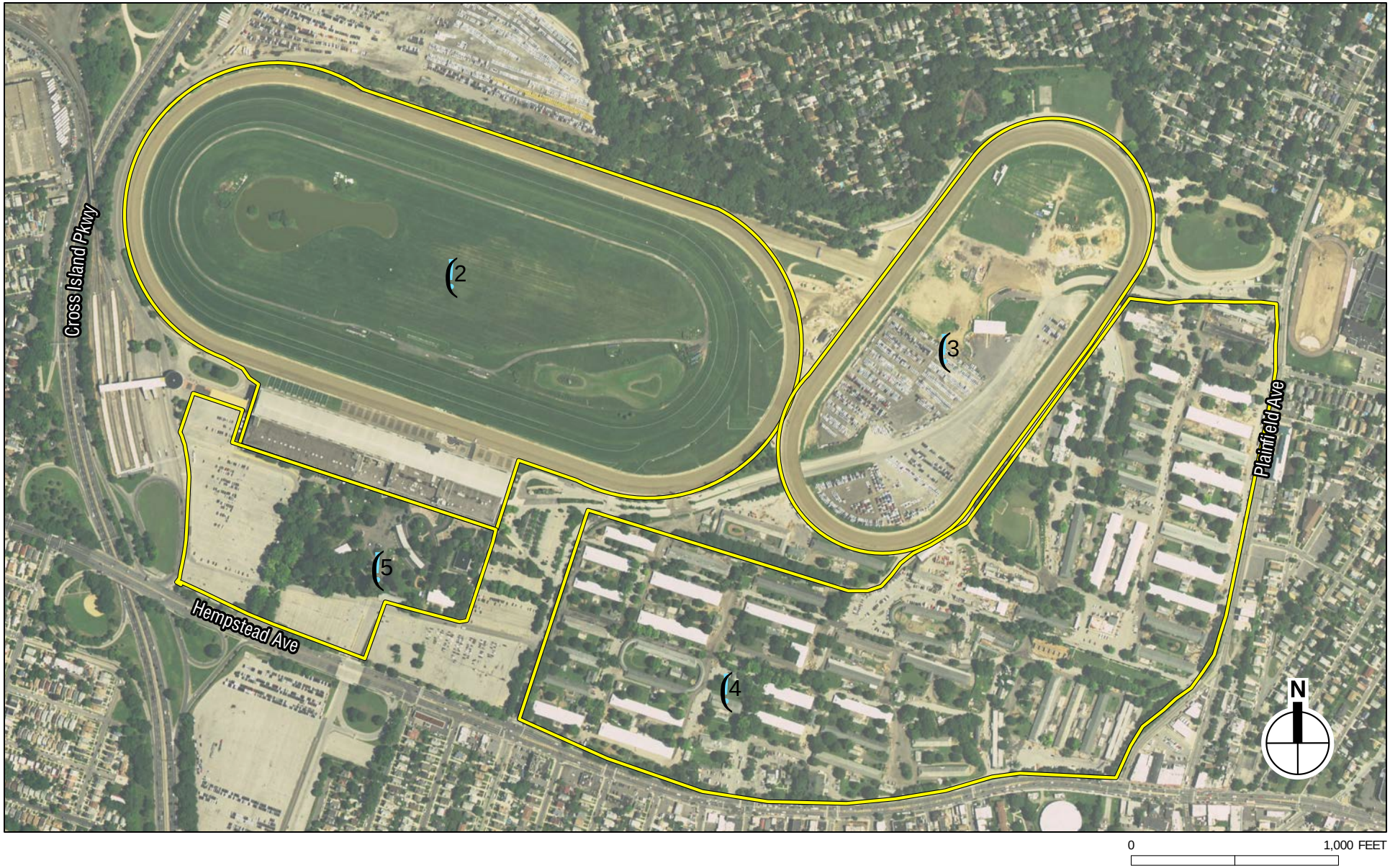
The entrance gates and parts of the fencing currently surrounding Belmont Park are original to the 1905 development of the complex. The portions of original iron fencing, which feature spear-like ornamentation, are at the perimeter of the property. The main entrance Gate 5 on Hempstead Turnpike features four stone piers from the original entrance.[1]

LIRR BELMONT PARK STATION

During the 1960s reconstruction of the Grandstand/Clubhouse, the LIRR Belmont Park station was relocated to the west end of Belmont Park. The station is currently connected to the Grandstand/Clubhouse by a long covered walkway.

[1] Unconfirmed research on entrance gates provided by WSP USA for the designated developer

4/5/2018



Belmont Park-Location Key Reference Map
Figure 1

BELMONT PARK REDEVELOPMENT PROJECT

4/5/2018

Photograph View Direction and Reference Number

**Photographs 5 through 21 are interior photographs.*

Belmont Park—Locations of Photographs
Section 1: Main Track and Grandstand
Figure 2

BELMONT PARK REDEVELOPMENT PROJECT

Grandstand/Clubhouse exterior, view looking northwest **1**

Grandstand/Clubhouse south elevation, view looking north **2**

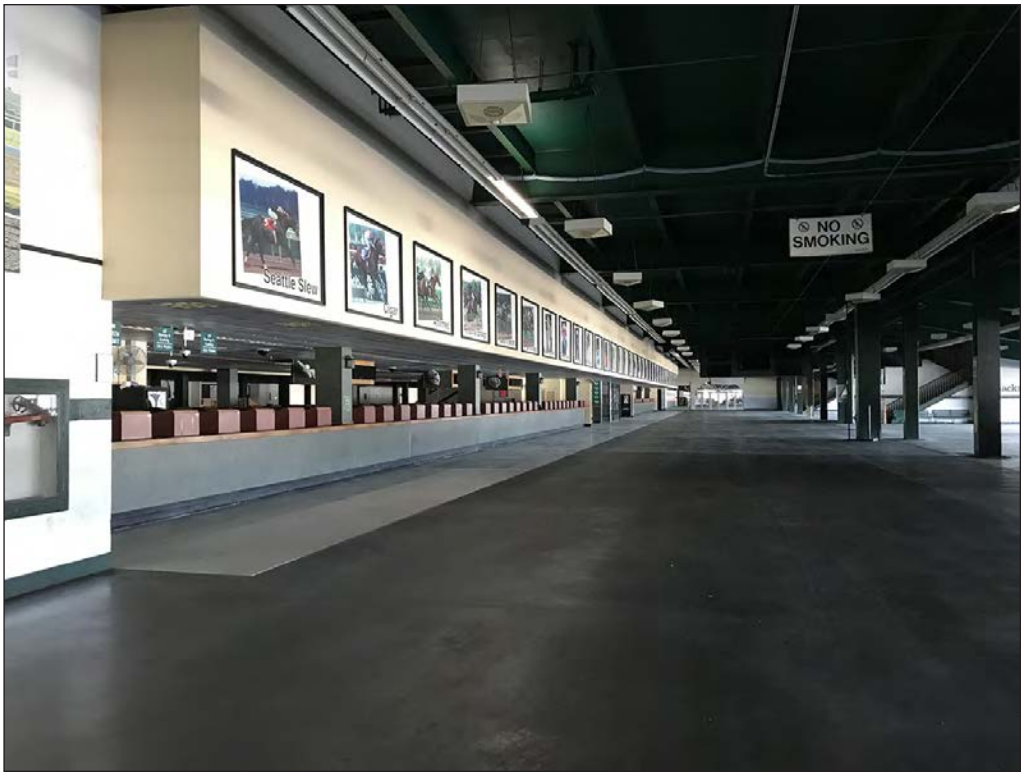
Photographs — Main Track and Grandstand

Grandstand/Clubhouse east elevation, view looking west **3**

Grandstand/Clubhouse exterior, view looking north **4**

Photographs — Main Track and Grandstand

Figure 2b

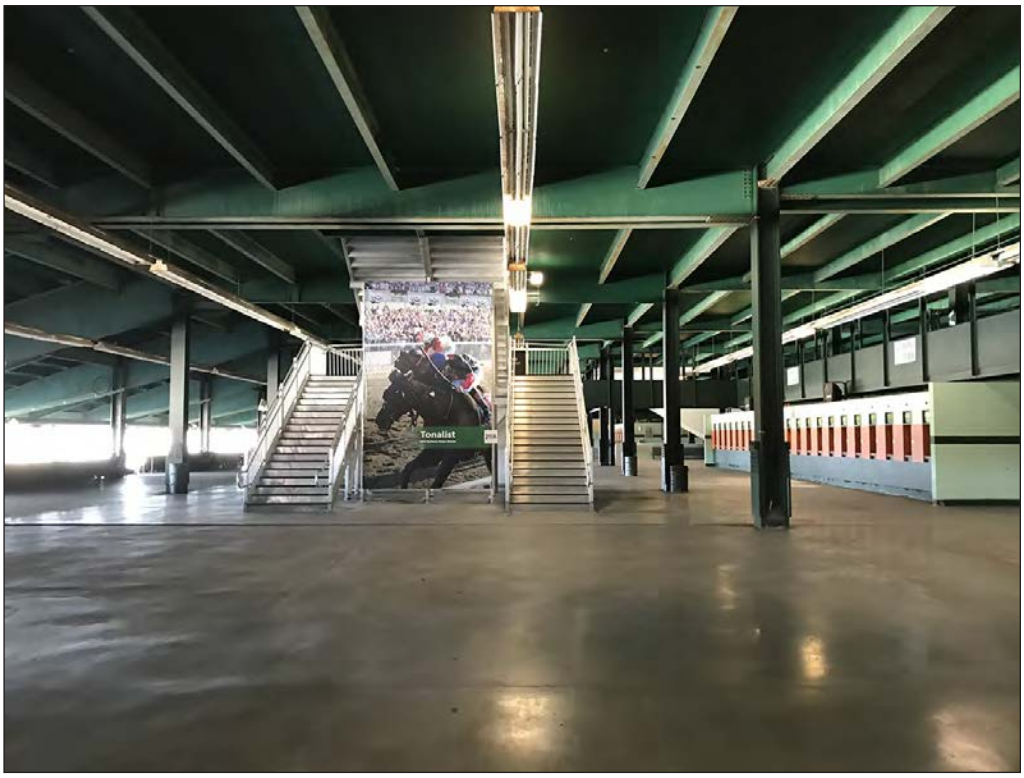


Grandstand ground floor, betting and cashing windows **5**

Grandstand ground floor, view looking west **6**

Photographs — Main Track and Grandstand

Grandstand grand floor, windows overlooking the main track **7**



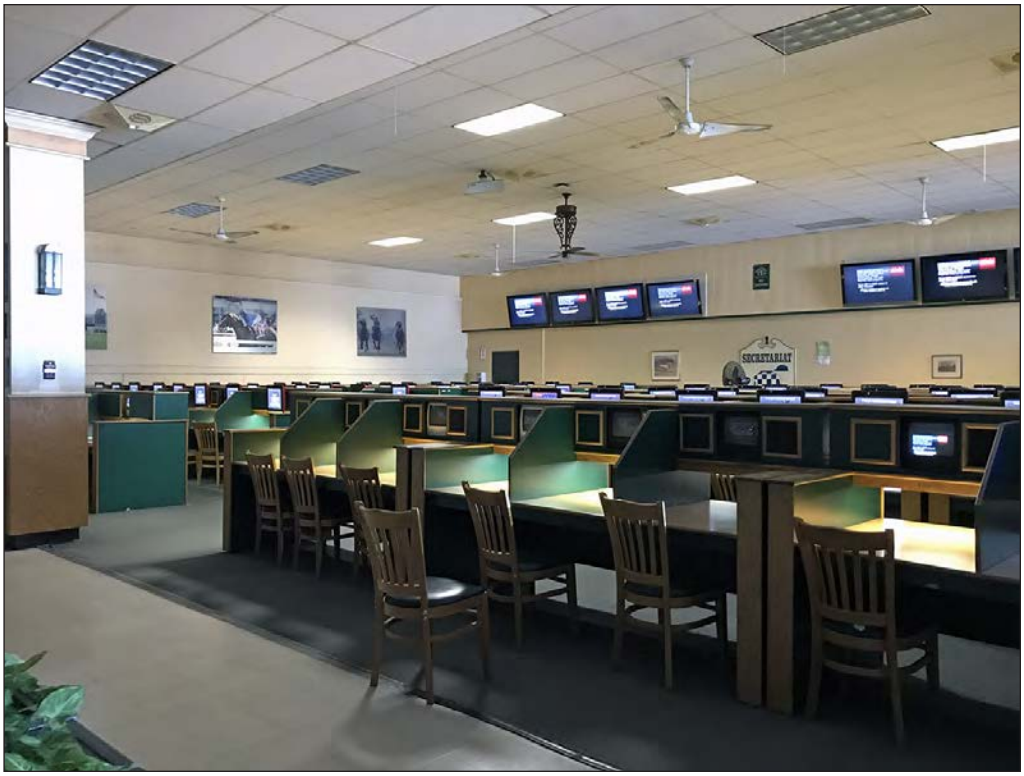
Grandstand second story, view of new staircase **8**

Photographs — Main Track and Grandstand

Clubhouse, ground floor entrance **9**

Clubhouse, ground floor entrance **10**

Photographs — Main Track and Grandstand

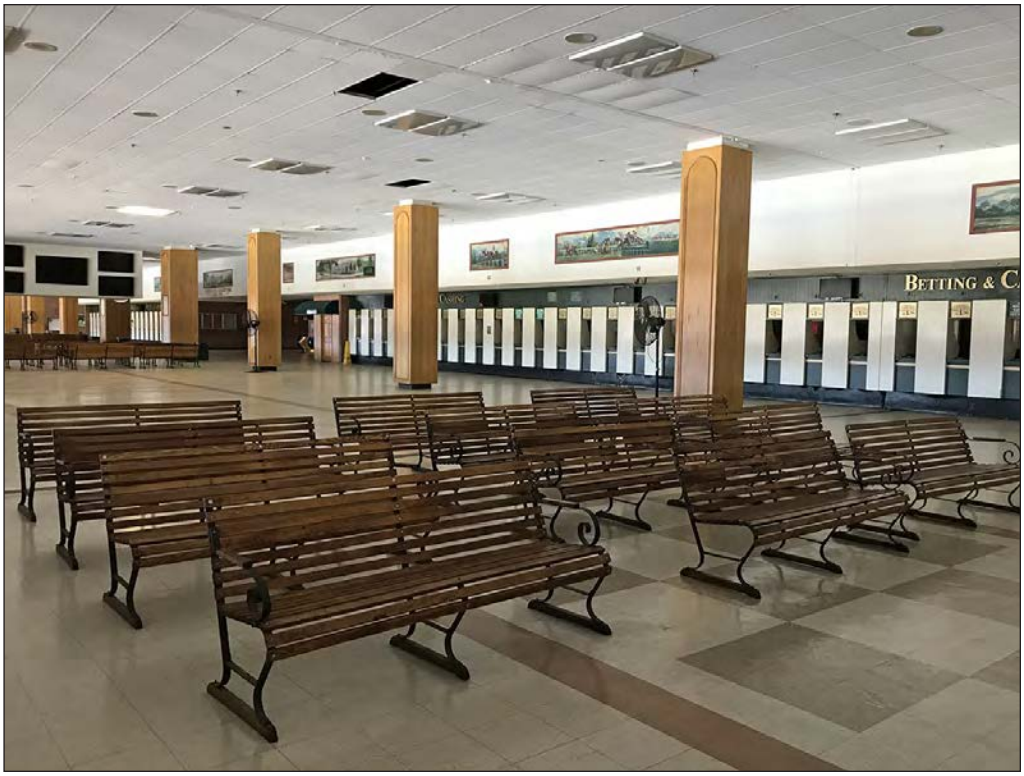


Clubhouse ground floor **11**

Clubhouse ground floor **12**

Photographs — Main Track and Grandstand

Figure 2f

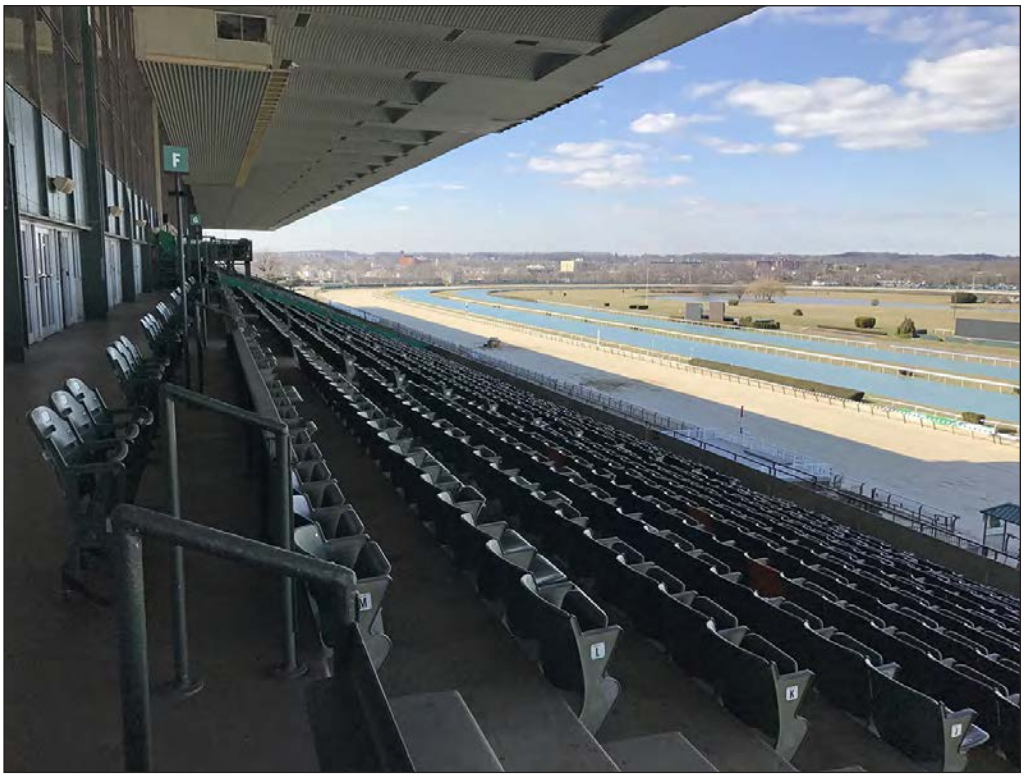


Clubhouse second floor, betting and cashing windows **13**

Clubhouse second floor lobby **14**

Photographs — Main Track and Grandstand

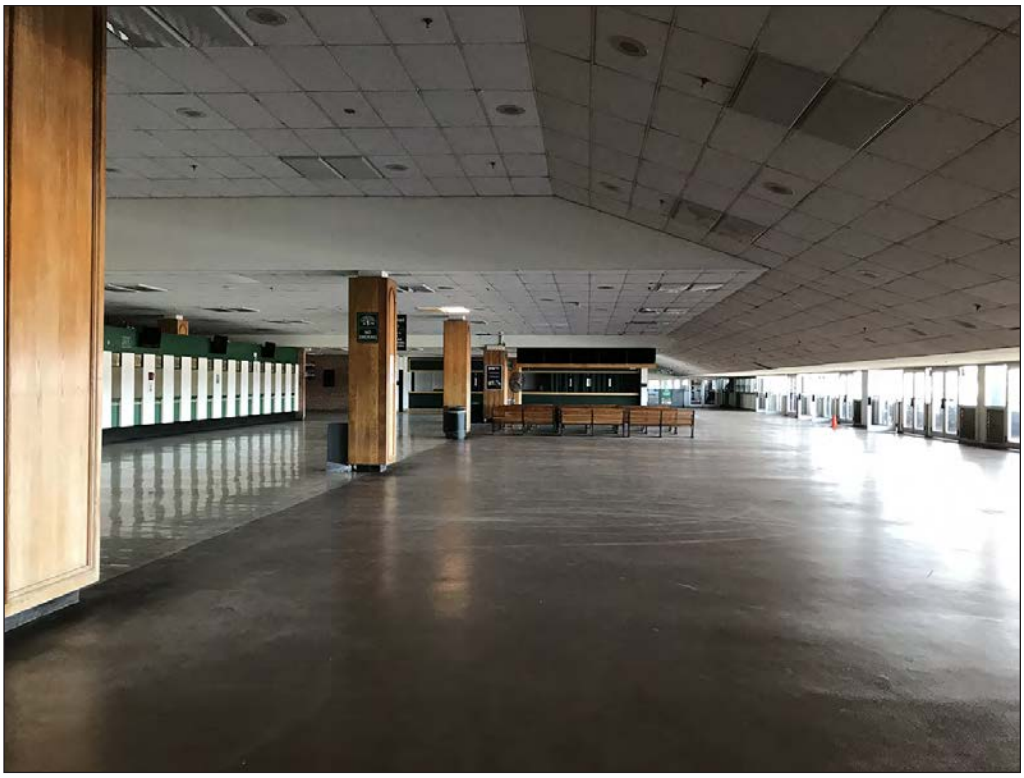
Grandstand seating, showing the Main Track **15**



Grandstand seating **16**

Photographs — Main Track and Grandstand

Clubhouse third floor **17**



Clubhouse fourth floor **18**

Photographs — Main Track and Grandstand

Grandstand/Clubhouse, fourth floor lobby, view of the iron gate relocated from Jerome Park **19**

Grandstand/Clubhouse, fourth floor lobby **20**

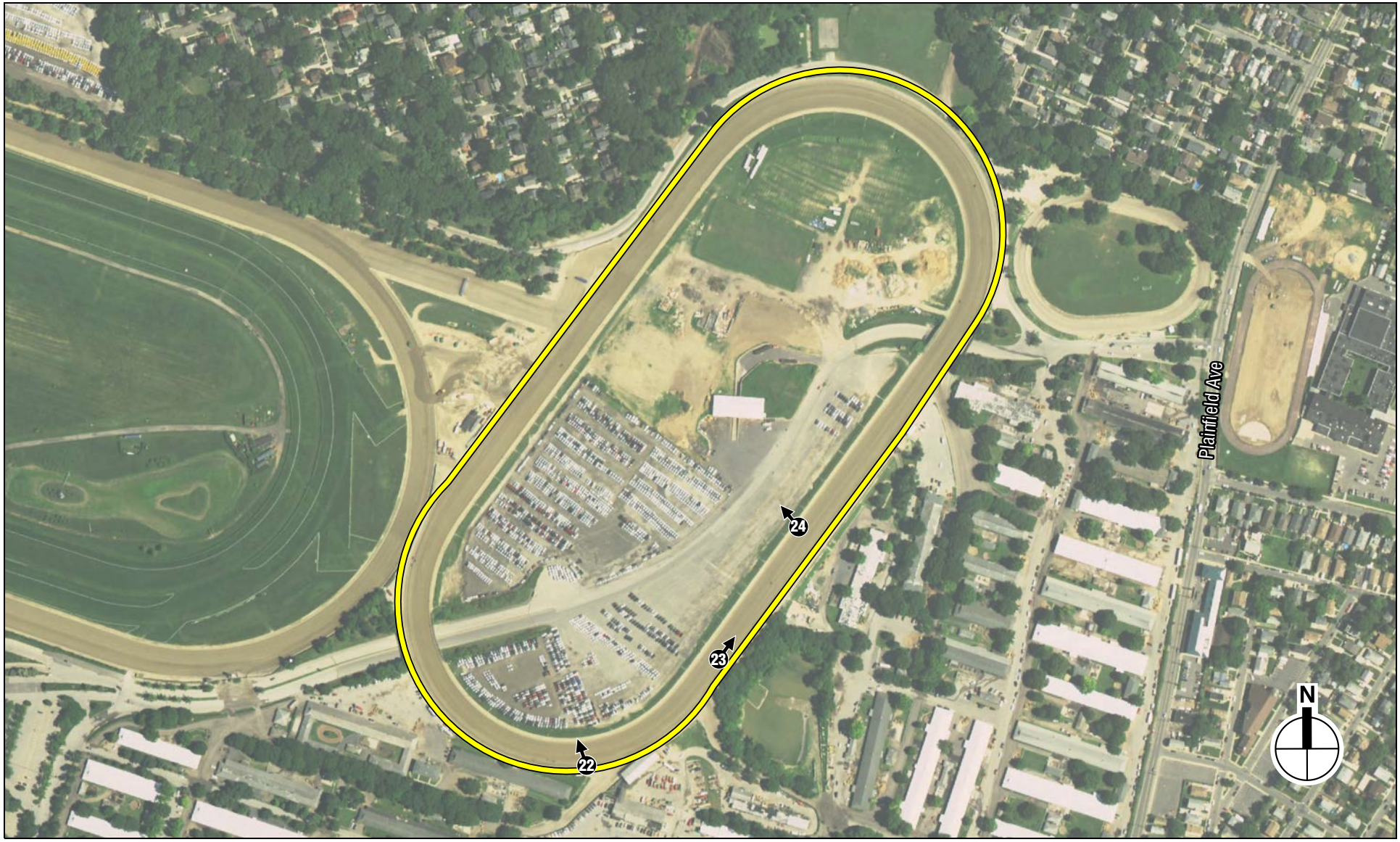
Photographs — Main Track and Grandstand

Grandstand/Clubhouse, fourth floor dining room **21**

Photographs — Main Track and Grandstand

Figure 2k

4/5/2018



0 500 FEET

Photograph View Direction and Reference Number

Belmont Park—Locations of Photographs
Section 2: Training Track
Figure 3

BELMONT PARK REDEVELOPMENT PROJECT

Training Track, view looking west **22**

Training Track, view looking northeast **23**

Photographs — Training Track

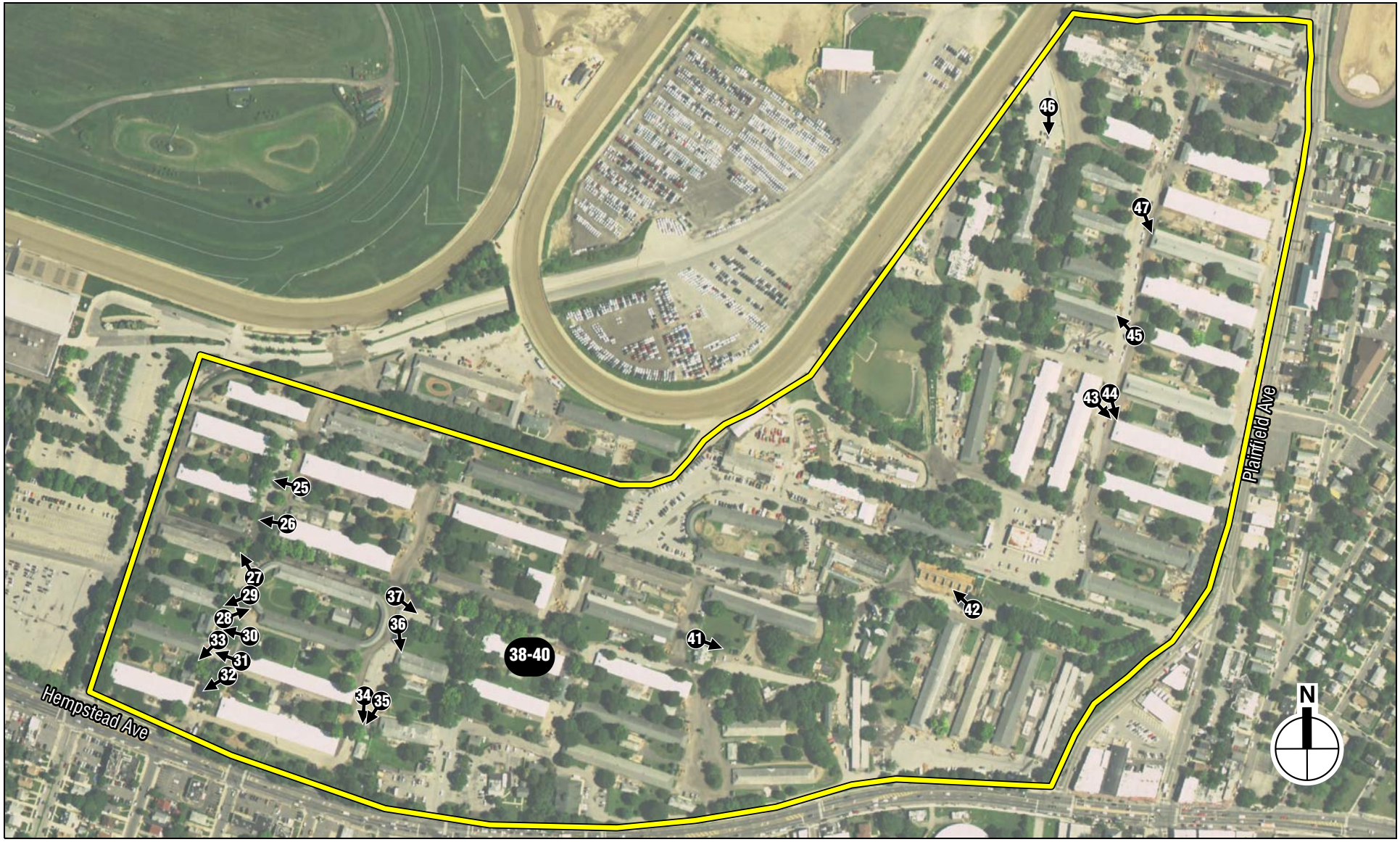
Figure 3a

Training Track, view of manure shed at center of track **24**

Photographs — Training Track

Figure 3b

4/5/2018



0 500 FEET

Photograph View Direction and Reference Number

Belmont Park—Locations of Photographs
Section 3: Stables Area

BELMONT PARK REDEVELOPMENT PROJECT

Figure 4

Brick-faced cottage within Stables area (Cottage #6), built 1925-1939 25

Vinyl siding-clad cottage within Stables area, built 1925-1939 26

Photographs — Stables Area

Figure 4a

Stable (Stable #4), built 1905, showing concrete wall, vinyl window, wooden door 27

Training stables, built 1905-1939, view of west elevation 28

Photographs — Stables Area

Figure 4b

Stable (Stable #2), built 1905, with concrete wall, vinyl window and wooden door 29

Two-story vinyl siding-clad cottage (Cottage #C1) within Stables area, built 1925-1939 30

Photographs — Stables Area

Figure 4c

Stable (Stable #1), built 1925-1939, showing aluminum cladding 31

Cottage within the Stables area 32

Photographs — Stables Area

Figure 4d

Street within Stables area 33

Concrete cottage within Stables area, built 1939-1966 34

Photographs — Stables Area

Figure 4e

Concrete cottages within Stables area, built 1939-1966 35

Stable, built 1925-193, with wooden cladding and concrete side wall 36

Photographs — Stables Area

Figure 4f

Vinyl siding-clad cottage within Stables area, built 1925-1939 37

Interior of a stable, showing back of stalls on the right and exterior wall on the left 38

Photographs — Stables Area

Figure 4g

Interior of a stable, showing front of stalls on the left and exterior wall on the right 39

Interior of a stable, view of horse stall with new wall cladding 40

Photographs — Stables Area

Figure 4h

Street within Stables area 41

Multi-unit housing within Stables area, built in the past 5 years 42

Photographs — Stables Area

Figure 4i

Reconstructed stable (Stable #36), built on the footprint of a 1905 stables 43

Interior of reconstructed stable #36, showing a reconstruction of the layout in the former stables 44

Photographs — Stables Area

Figure 4j

Concrete block stable, built on the footprint of a 1905 stables 45

Brick-clad multi-unit housing, built 1939-1966 46

Photographs — Stables Area

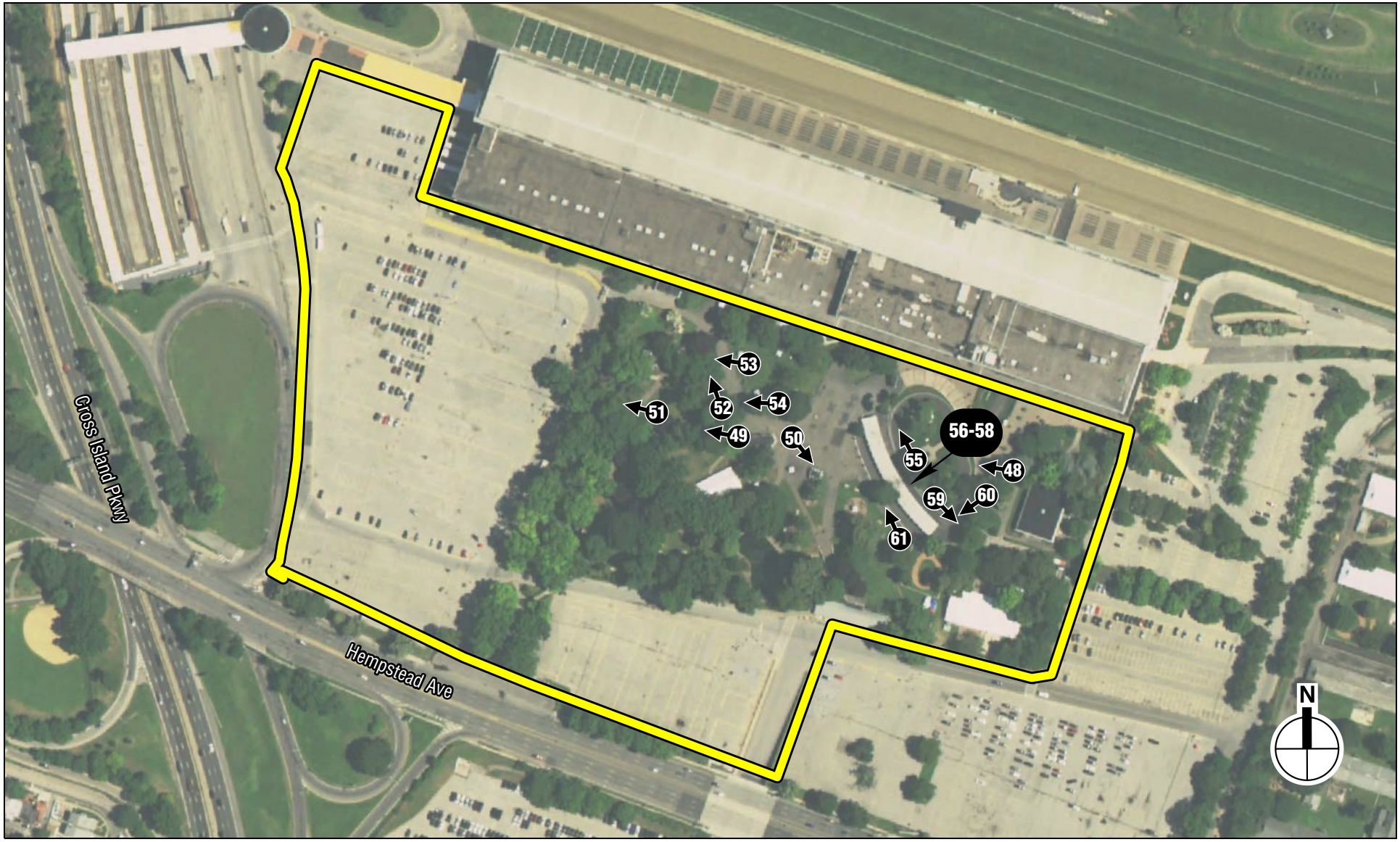
Figure 4k

Newly-built stable (Stable #48), built on the footprint of a 1905 stables 47

Photographs — Stables Area

Figure 4l

4/5/2018



0 500 FEET

Photograph View Direction and Reference Number

Belmont Park—Locations of Photographs
Section 4: Saddling Paddock, Concession Area, and Site A

BELMONT PARK REDEVELOPMENT PROJECT

Figure 5

Center of the walking ring, view including white pine **48**

Country Table" concessions stand, built after 1966 **49**

Photographs—Saddling Paddock, Concession Area, and Site A

Pari mutuel building **50**

View of a pavilion **51**

Photographs—Saddling Paddock, Concession Area, and Site A

Rear view of a concessions stand **52**

Side view of a concessions stand **53**

Photographs—Saddling Paddock, Concession Area, and Site A

View of seating within Backyard **54**

Saddling Paddock, view northwest **55**

Photographs—Saddling Paddock, Concession Area, and Site A

Stall within the Saddling Paddock, view south **56**

Detail of a bracket in the Saddling Paddock **57**

Photographs—Saddling Paddock, Concession Area, and Site A

Detail of the lower wall within the Saddling Paddock **58**

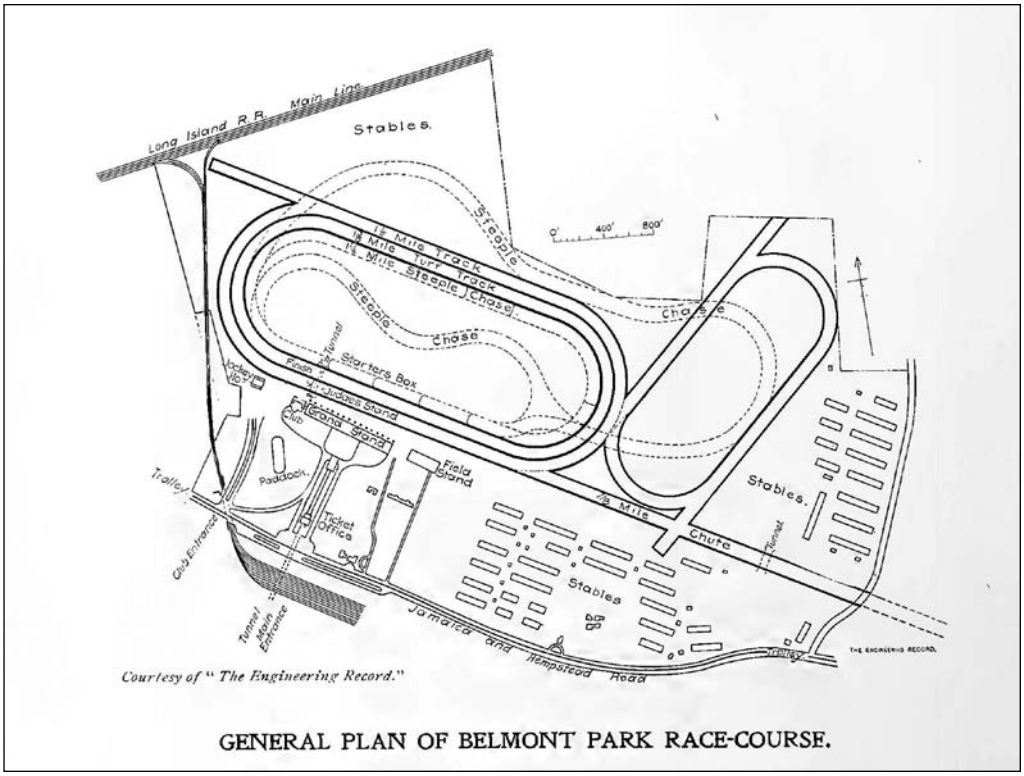
View southeast of the Saddling Paddock **59**

Photographs—Saddling Paddock, Concession Area, and Site A

Office at the southeast end of the Saddling Paddock **60**

View of the south rear elevation of the Saddling Paddock **61**

Photographs—Saddling Paddock, Concession Area, and Site A



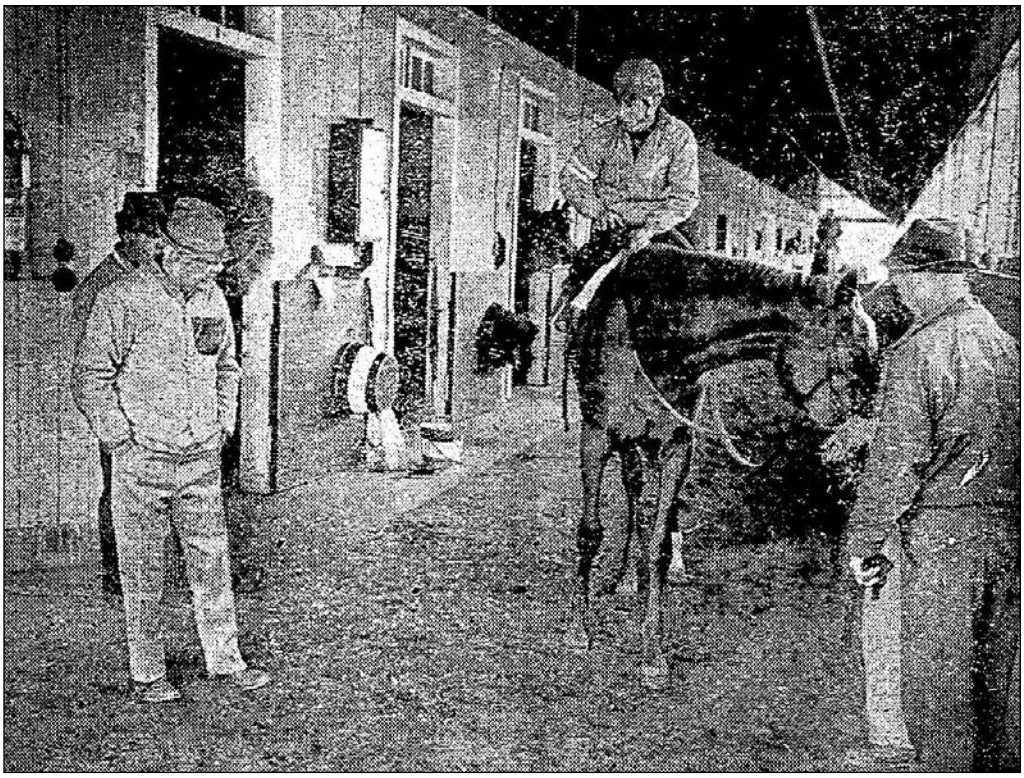
A 1905 Site Plan of Belmont Park (Published by Goodwin Brothers, 1905) **A**

The former Saddling Paddock, located southwest of the Grandstand, built in 1905 and demolished by 1966 (Published by Goodwin Brothers, 1905) **B**

Historic Photographs of Belmont Park

Figure 6

The former Rotunda at the south side of the Grandstand, built 1905 and demolished by 1966 (Published by Goodwin Brothers, 1905) **C**

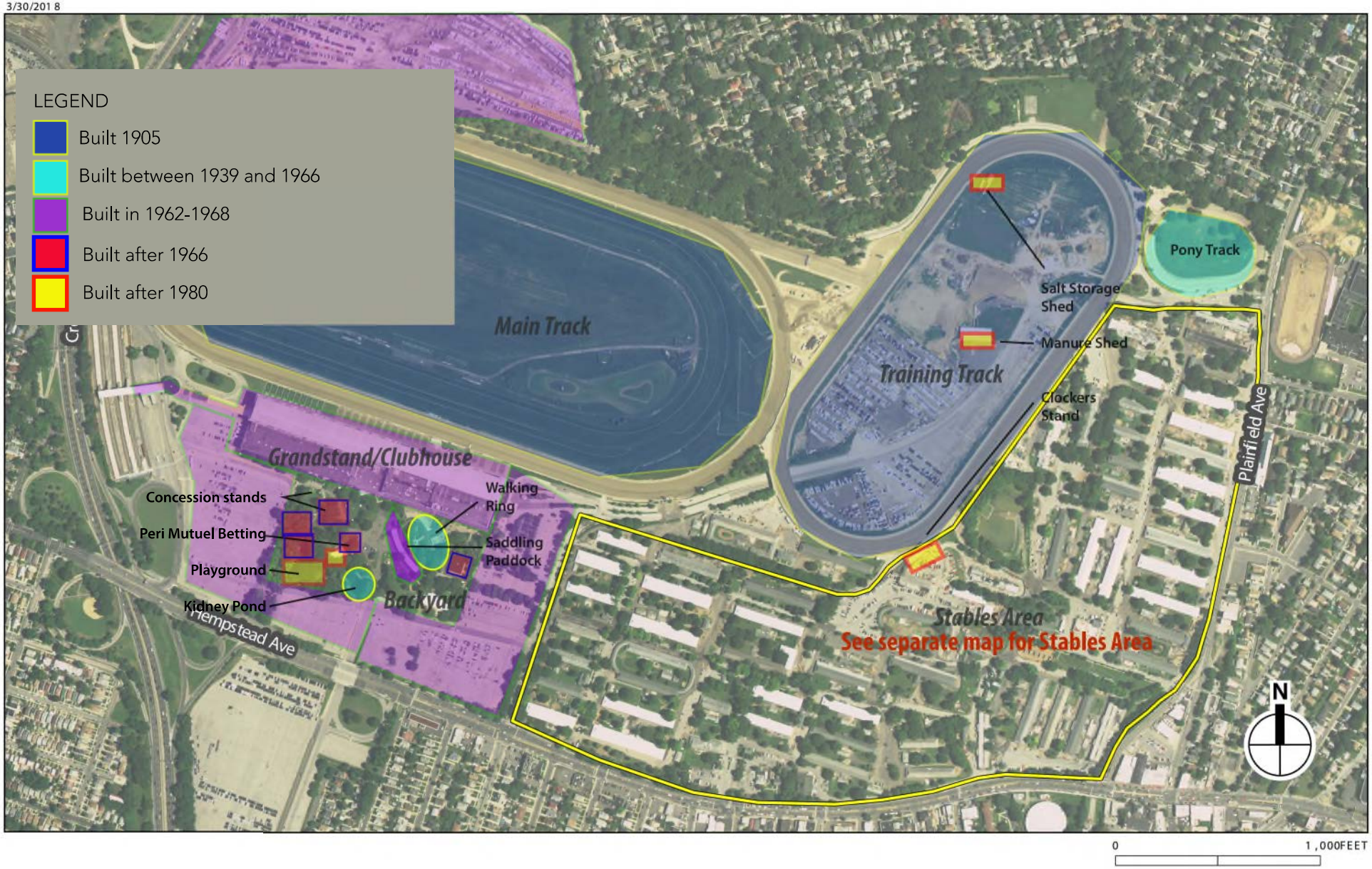


1968 photograph showing the interior of a stable, showing exterior walls surrounding the horse stalls and glazed transoms over the horse stall (Source: May 11, 1968 Newsday) **D**

Historic Photographs of Belmont Park

Figure 7

3/30/201 8



BELMONT PARK REDEVELOPMENT PROJECT

Belmont Park—Periods of Development

Figure A

Belmont Park—Periods of Development

Figure B

BELMONT PARK REDEVELOPMENT PROJECT

May 11, 2018 OPRHP Submission

FACP
C13
GENESEO
NEW YORK
GEW-6473
EMPIRE STATE
LS SABRE

FACP
C16

SPEED
LIMIT
15

6

C-5

C1
E
C1
991 WST

C3
3
3
01/17/2018 13:04

C41
01/17/2018 13:02

SPRINKLER
CONTROL
VALVE

DORM

C-40W

C-40W

24

BUMP

40
BRUCE N. LEVINE
STABLE

41
M

51

4

Tom Morley
TM
Racing Stable

2

1
TERRANOVA
Racing Stable

16

1
2
APPLE BETTY

36

2

T-38
38

48
David Jacobson
Racing Stable

36

DORM

C-5

C4
C3
C4
MAXIMA

FACP
C13
GENESEO
NEW YORK
GEW 6473
EMPIRE STATE
LeSABRE

FACP
C16

Ruffian Rd

Ruffian Rd

48
David Jacobson
Racing Stable

Hance Fa

40
BRUCEN-LEVINE
STABLE

Tom Morley
TM
Racing Stable

16
16

4

July 20, 2018 OPRHP Submission
Substation and Revised Site A

7.10.18

0 500 FEET

Source: New York Arena Partners, LLC, Belmont Arena + RD&E Master Plan, April 25, 2018.

Proposed Project Site Plan

BELMONT PARK REDEVELOPMENT PROJECT

Figure 1-2

KEY MAP
N.T.S.

PREPARED BY
PSEG LONG ISLAND
We make things work for you.

GRAPHIC SCALE
150 0 75 150 300 600
(IN FEET)
1 inch = 150 ft.

PRELIMINARY

CONCEPTUAL SKETCH OF
PROPOSED TRANSMISSION ROUTE

BELMONT RACE TRACK PARK
SITUATE
TOWN OF HEMPSTEAD, NASSAU COUNTY
NEW YORK

SURVEY ENGINEERING
PSEG LONG ISLAND
175 E. OLD COUNTRY ROAD
HICKSVILLE, NEW YORK

REV NO.	DATE	W.O.	DESCRIPTION	BY	CKD	APPD
1	7/05/18		ROUTE REVISION	PJR		

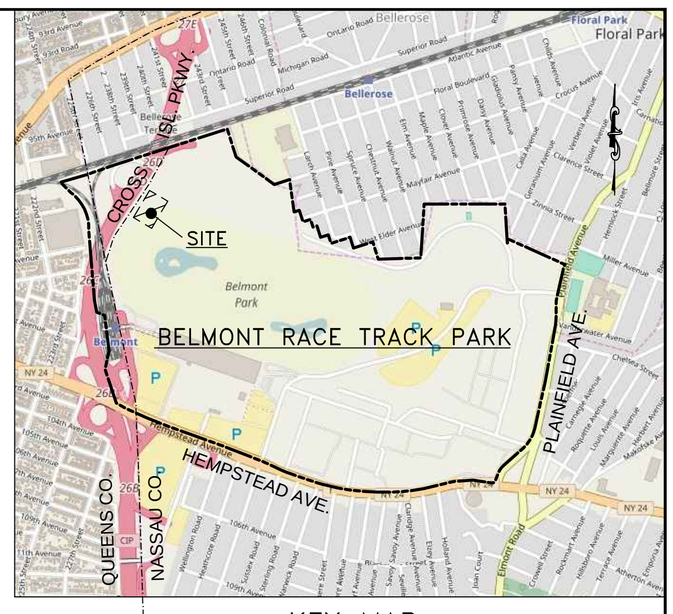
DWN P.RUZENSKI	SCALE 1"=150'	WO L.99806.1.B.1.1.3	
CKD		JOB No.	
APPD	PLAN DATE 6/21/18		
APPD V.B.			

CREW	CAD FILE LOCATION	PARCEL No.	GRID No.	DWG FILE No.	SIZE
FG, GG	PJR-MY1810	----	00747	MY1810	ARCH D

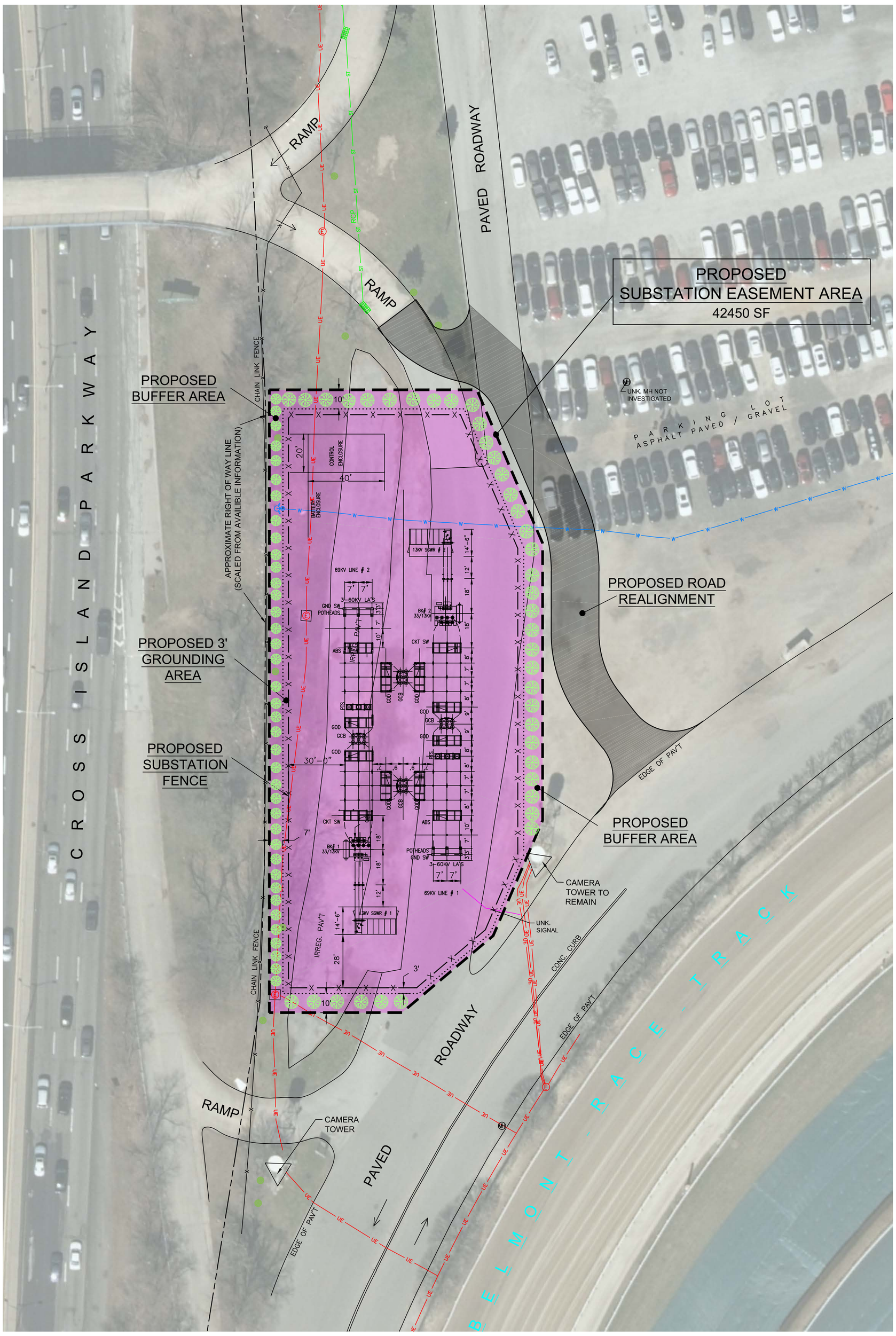
DATUM INFORMATION	
HORIZONTAL	NAD 1983
VERTICAL	NAVD 1988

NOTES:

1) INFORMATION SHOWN HEREON IS FROM A FIELD SURVEY CONDUCTED BY SURVEY ENGINEERING MAY 2018.
2) UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON SURFACE EVIDENCE AND INFORMATION RECORDED DURING CONVENTIONAL SURVEY METHODS. THIS MAPPING DOES NOT PURPORT TO SHOW ALL UNDERGROUND UTILITIES ON SITE AND IS SUBJECT TO FIELD VERIFICATION.
3) THE HORIZONTAL DATUM IS THE NORTH AMERICAN DATUM OF 1983, (2011) ADJUSTMENT: NAD 83/ (2011), NEW YORK STATE PLANE LONG ISLAND ZONE 3104.
4) THE VERTICAL DATUM IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
5) PROPERTY LINES SHOWN HEREON ARE APPROXIMATE. NYCDOT RECORDS NOT AVAILABLE AT TIME OF SURVEY.
6) 2016 ORTHOPHOTOS FROM NYS CLEARINGHOUSE



KEY MAP
N.T.S.



LEGEND:

- ELECTRIC CASTING
- WATER CASTING
- STORM CASTING
- SEWER CASTING
- SEWER CASTING
- UNKNOWN CASTING
- TREE
- STORM SEWER LINE
- UNDERGROUND ELECTRIC LINE
- CHAIN LINK FENCE
- UNDERGROUND WATER LINE
- PROPOSED EASEMENT AREA

SUBJECT TO LOCATION OF CROSS ISLAND PARKWAY BOUNDARY, RECORD DOCUMENTS NOT AVAILIBLE AT TIME OF SURVEY

PREPARED BY
PSEG LONG ISLAND
SURVEY ENGINEERING

SYSTEM SURVEYOR

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

REV NO.	DATE	W.O.	DESCRIPTION	BY	CKD	APPD
2	7/05/18		EASEMENT REVISION	PJR		
1	5/29/18		EASEMENT REVISION	PJR		

PRELIMINARY

PROPOSED SUBSTATION EASEMENT MAP
BELMONT RACE TRACK PARK

SITUATE
TOWN OF HEMPSTEAD, NASSAU COUNTY
NEW YORK

SURVEY ENGINEERING
PSEG LONG ISLAND
175 E. OLD COUNTRY ROAD
HICKSVILLE, NEW YORK

DWN P.RUZENSKI	SCALE 1"=30'	WO L.99806.1.B.1.1.3	
CKD	SURVEY DATE 5/22/18		
APPD	PLAN DATE 5/24/18	JOB No. MY1810	
APPD V.B.			

CREW	CAD FILE LOCATION	PARCEL No.	GRID No.	DWG FILE No.	SIZE
FG, GG	PJR-MY1810	---	00747	MY1810	ARCH D

Information for SHPO to evaluate archaeological sensitivity:
A) the location of a proposed substation and its transmission route that are in areas not previously evaluated by SHPO for archaeology in the original January 30 CRIS submission. The proposed substation would be located west of the North Lot, between that parking lot and the Cross Island Parkway in the area of its ramps. A transmission line would then extend from the substation along the north edge of the North Lot and proceed east to join existing electrical lines at Plainfield Avenue. The transmission line would be below grade and require trenching. In addition, water, sewer and electrical lines would also need to connect to the substation, and would also be below grade.
B) The proposed site plan has been revised with respect to the location of the proposed arena and hotel site located north of Hempstead Avenue. The proposed hotel has been relocated to an area east of, rather than north of the proposed arena.

October 8, 2018 OPRHP Submission
Blue Lot

New patron and possibly employee parking would be created within the interior of the Belmont Training Track, which is located east of the Main Track. The area within the interior of the Training Track is largely used for vehicle storage and NYRA employee parking (the "Blue Lot"), and some areas would be replaced with new paved areas to serve as additional parking for the proposed project. It is assumed the parking areas would require grading, paving, and new lighting.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community