

APPENDIX H
Smart Growth Impact Statement

SMART GROWTH IMPACT STATEMENT

This Smart Growth Impact Statement is a tool to assist Empire State Development's (ESD) Smart Growth Advisory Committee in deliberations to determine whether an ESD-funded project is consistent with the State Smart Growth Public Infrastructure Criteria. Not all questions/answers may be relevant to all projects. **PLEASE TYPE ALL ANSWERS AND PROVIDE THE COMPLETED FORM AS AN MS WORD FILE.**

Date: 06/20/2019

Project Name: Belmont Park Redevelopment Project (the "Project")

Project Number: _____

Have any other entities issued a Smart Growth Impact Statement with regard to this project? (If so, attach same).

- Yes
 No

1. Does the project advance or otherwise involve the use of, maintain, or improve existing infrastructure?

- Yes
 No
 Not relevant

Explain briefly: *The Proposed Project takes advantage of existing developed but underutilized State-owned land already served by water, sewer and stormwater infrastructure. The Proposed Project will upgrade and enhance stormwater management systems on-site and there would be no increase in impervious surfaces on the Project Sites, no increase in runoff, and no deterioration of water quality. The Project applicant is working with local utility providers to ensure service capacity and connections for water, sewer, stormwater, gas (if available to the Project Sites), and electricity. A new substation will be included as part of the Proposed Project based coordination with electrical service providers. In addition, The Proposed Project is also served by an extensive existing transportation network, including highways, local and regional roads, Long Island Rail Road (LIRR) and buses. Overall, the Project includes a total of approximately 43 acres, consisting of approximately 15 acres on "Site A," north of Hempstead Turnpike, and approximately 28 acres on "Site B," south of Hempstead Turnpike. Both sites are fully paved and primarily used for parking and vehicle storage. Immediately west of Site A is the LIRR Belmont Park Station, located on a spur of the Hempstead Branch. 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 MTA has agreed to increase LIRR service to this train station if the proposed project is approved. Based on feedback gathered from the Community Advisory Committee, the developer, New York Arena Partners ("NYAP"), will be making upgrades to Elmont Road Park and Hendrickson Avenue Park in the Town of Hempstead.*

A new full-time LIRR station along the existing LIRR Main Line is planned for Elmont that will be in walking distance from the Proposed Project. The presence of this station is estimated to increase the mode share of those taking the LIRR from 12% to 30%, and along with other demand management strategies and would decrease the amount of peak hour vehicle trips by 1,865 for a sold-out hockey game on a weeknight.

2. Is the project located wholly or partially in a municipal center, characterized by any of the following: (check those that apply)

- A city or a village
- Area of concentrated and mixed land use that serves as a center for various activities including, but not limited to:
 - Central business districts (such as the commercial and often geographic heart of a city, "downtown", "city center")
 - Main streets (such as the primary retail street of a village, town, or small city. It is usually a focal point for shops and retailers in the central business district, and is most often used in reference to retailing and socializing)
 - Downtown areas (such as a city's core (or center) or central business district, usually in a geographical, commercial, and community sense).
 - Brownfield Opportunity Areas (<http://www.dos.ny.gov/opd/programs/brownFieldOpp/boasummary.html>)
 - Downtown areas of Local Waterfront Revitalization Plan areas (<http://www.dos.ny.gov/opd/programs/lwrp.html>)
- Locations of transit-oriented development (such as projects serving areas that have access to mass or public transit for residents)
- Environmental Justice areas (<http://www.dec.ny.gov/public/911.html>)
- Hardship areas (Projects that primarily serve census tracts and block numbering areas with a poverty rate of at least twenty percent according to the 2010 Census.)

Explain briefly: The Proposed Project is located in the Town of Hempstead, Nassau County. Predominant land uses within the neighborhood include residential, commercial, and community facilities. The Proposed Project is directly adjacent to Floral Park-Bellerose School and Belmont Park Racetrack, the LIRR Belmont Park Station, as well as the N1 and N6 stops on the Nassau Inter-County Express (NICE) bus system and New York City bus routes. The Proposed Project falls within a potential Environmental Justice Area, however it is not expected to result in any disproportionate adverse impacts on minority or low-income populations.

(Indicate if the project is located adjacent to municipal centers, in an area that exhibits strong land use, transportation, infrastructure and economic connections to an existing municipal center, or in an area designated for concentrated development in the future in a municipal or regional comprehensive plan.)

3. Is the project located wholly or partially in a developed area or an area designated for concentrated infill development in accordance with a municipally-approved comprehensive land use plan, a local waterfront revitalization plan, brownfield opportunity area plan or other development plan?

- Yes
- No
- Not relevant

Explain briefly: *The Project Sites are located on State-owned property that is leased by the Franchise Oversight Board to the New York Racing Association ("NYRA"). The underutilization of certain parcels within Belmont Park has led the State to formulate strategies to enhance economic development opportunities. The RFP solicitation for redevelopment of the Project Sites was issued on July 31, 2017 with the intention of strengthening Belmont Park as a premier destination for entertainment, sports, recreation, retail, and hospitality on Long Island. Proposals were encouraged to consider entertainment, sports, recreation, hospitality, and retail uses. On December 21, 2018 NYAP was conditionally designated by ESD as developer of the Proposed Project; subject to completion of the requisite environmental review, among other conditions.*

In June 2008, the hamlet of Elmont issued a vision plan for the community entitled, "Elmont Community Vision Plan". It states that the primary goal for the stretch of Hempstead Turnpike adjacent to Belmont Park is "to create a significant gateway to Elmont" and that development in this area should foster "uses that would create a destination and promote all-year activities".

4. Does the project preserve and enhance the State's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and/or significant historic and archeological resources?

- Yes
- No
- Not relevant

Explain briefly: *The Proposed Project will enhance open space on the site. Site A will include at least 2 acres of hard and soft scaped pedestrian plazas for the public to enjoy free of charge. Site A pedestrian plazas will include sitting areas, gathering spaces, new tree plantings and programming. Site B will include at least 3.75 acres of landscaped open space, as well as a playground and pedestrian mall space that includes hardscaped pedestrian malls for the public to enjoy free of charge. In addition, NYAP will be making upgrades to Elmont Road Park and Hendrickson Avenue Park in the Town of Hempstead.*

The Proposed Project's site plan includes green infrastructure and anticipates LEED version 4 certification to enhance project sustainability. Improved stormwater management systems will allow for new development that does not increase runoff or deteriorate surface or groundwater quality. EIS analyses indicate no impacts on other natural resources, air quality, or historic and archeological resources.

5. Does the project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and/or the integration of all income and age groups?

- Yes
- No
- Not relevant

Explain briefly: *The Proposed Project includes a mix of uses: retail, food & beverage, open space, community space, office space, and sports & entertainment. This mix of uses is appropriate for all ages and incomes to enjoy, including open space for visitors to access free of charge.*

The arena will host family-friendly sports and entertainment programming at varying price levels. The open space on site A outside of the arena will include family-friendly programming accessible at no charge to visitors. The retail shopping will include both luxury shopping on site B as well as experiential retail on site A. There will be 10,000 square feet of dedicated community learning space spread throughout the different uses on the Project Sites, providing a structured learning environment where students, adults, veterans, and other community members can establish the skills and experience for new job and career opportunities.

NYAP will be working with the Town of Hempstead on making infrastructure improvements to Elmont Road Park and Hendrickson Avenue Park as part of the Proposed Project. The developer will make improvements to these parks based on feedback from the public and local elected officials, so as to ensure that the wishes of the users of the parks are being addressed.

6. Does the project provide mobility through transportation choices, including improved public transportation and reduced automobile dependency?

- Yes
- No
- Not relevant

Explain briefly: *The Proposed Project is located directly adjacent to the LIRR Belmont Park Station. The MTA has committed to increase LIRR service to this station as a result of this Project. The Proposed Project is served by both Nassau County NICE and New York City Transit (NYCT) bus routes. The Proposed Project will provide bus pull-outs on either side of Hempstead Turnpike adjacent to the Project Sites with amenities such as shelters and electronic scheduling information. The Proposed Project's site plan includes drop-off/pick-up and staging areas for charter buses. The Proposed Project also has designated ridesharing pick-up and drop-off areas on site, as well as a parking permit program for arena patrons to encourage carpooling. All internal shuttle buses will be electric vehicles.*

Since the DEIS, NYAP has developed a Transportation Management Plan (TMP), which contains Demand Management Strategies, a Monitoring Plan, and an Operations Plan. The Demand Management Strategies section identifies mitigation initiatives aimed at reducing, changing patterns, or reallocating demand to other modes of travel. The Monitoring Plan details the annual process NYAP will go through to evaluate operations and Demand Management Strategies to refine them based on data and observations. The Operations Plan specifies the plans and procedures related to the internal functioning of the site for parking, traffic, pedestrians, other modes, and emergency vehicles.

The Demand Management Strategies identified in the TMP are estimated to reduce traffic by thousands of vehicles by using a combination of strategies to reduce peak hour auto usage. These strategies include reducing background traffic on the Cross Island Parkway, implementing car-pooling incentives, encouraging early arrivals, shifting auto trips to rail or bus, and managing driving routes used by arena patrons. Each strategy proposed in the DMS has been successfully implemented at other major sports facilities.

Since the DEIS, the LIRR has developed plans for a new full-time LIRR station adjacent to the Proposed Project site on the LIRR Main Line. The presence of this station, along with the additional trains the LIRR will provide to the existing Belmont Park LIRR station for events is expected to increase LIRR mode share to up to 30% for arena events, and along with other demand management strategies would reduce the amount of peak hour vehicle trips by 1,865 for a sold-out hockey game on a weeknight.

7. Does the project demonstrate coordination among state, regional, and local planning and governmental officials?

- Yes
- No
- Not relevant

Explain briefly: *ESD is the SEQRA lead agency for preparation of the EIS. Coordination with the following parties is ongoing: NYS Financial Oversight Board, NYS Office of General Services, NYS Department of Transportation, NYS Department of Environmental Conservation, NYS Office of Parks, Recreation and Historic Preservation, NYS Office of Fire Prevention and Control, NYPD Joint Terrorism Task Force, Long Island Power Authority, Metropolitan Transportation Authority Long Island Rail Road, Metropolitan Transportation Authority Bus Company, , Metropolitan Transportation Authority New York City Transit, NYC Department of Parks and Recreation, Nassau County Department of Public Works, , Town of Hempstead, NYC Department of Transportation, National Grid, Water Authority of Western Nassau County.*

Most of these parties have already met with NYAP and/or ESD regarding the Proposed Project, and their input has been incorporated into the development of the Proposed Project's design.

NYAP is also coordinating with NYRA to produce a shared parking agreement that maximizes use of existing parking capacity and avoids cumulative effects of their respective events.

PSEG has provided NYAP with a will-serve letter that is included in the EIS. The Proposed Project is designed to use natural gas. However, if natural gas is unavailable, the Applicant is considering the use of liquefied petroleum gas (LPG) propane service, electric service, or a combination of both.

(Demonstration of coordination may include SEQR coordination with involved and interested agencies, district formation, agreements between involved parties, letters of support, SPDES permit issuance/revision notices, etc.)

NYAP is working directly with elected officials in the Town of Hempstead on making improvements to Elmont Road Park and Hendrickson Avenue Park in the Town of Hempstead. Along with obtaining feedback from the public on what the existing issues with the parks are, NYAP has met with elected officials to understand what the Town would like to incorporate into the design. See Appendix M of the FEIS for letters of concurrence from NYSDOT, NYCDOT, and Nassau County Office of the County Executive.

8. Does the project involve community based planning and collaboration?

- Yes
- No
- Not relevant

Explain briefly: *The commitment to community engagement that ESD and NYAP has established for the Proposed Project ensures fair representation from all of the surrounding communities through community-based meetings, large public meetings, regular dialogue with local elected officials, and creation of the Community Advisory Committee. This outreach is well underway and will continue throughout the planning and construction of the Proposed Project. To date there have been 11 public meetings, 27 tours and smaller*

community meetings, and at least 20 Community Advisory Committee and elected official meetings. NYAP will be holding no less than three Community Advisory Committee meetings to assist in programming the 10,000 sf of community space on the project.

NYAP will also be working with community members on the renovation of Elmont Road Park and Hendrickson Avenue Park in the Town of Hempstead. NYAP, together with ESD, has held a public meeting to understand the existing issues in these parks and get feedback on what types of improvements residents want to see.

9. Is the project consistent with local building and land use codes?

- Yes
- No
- Not relevant

Explain briefly: *The Project involves an override of certain aspects of the Town of Hempstead Building Zone Ordinance (BZO) and the Town Code; the GPP along with the Design Guidelines will establish controls for the Proposed Project's buildings, open space, and other features. Furthermore, the Project Sites, which are State-owned properties, are not subject to local zoning. However, as stated above, the Proposed Project is consistent with the hamlet of Elmont plan to create a gateway at Belmont Park.*

10. Will the proposed project promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation?

- Yes
- No
- Not relevant

Explain briefly: *The Proposed Project would include a number of sustainable design features which would, among other benefits, result in lower GHG emissions. All Proposed Project uses would be designed to achieve LEED version 4 certification at a minimum, and are expected to achieve energy efficiency resulting in energy expenditure in the range of 12 to 20 percent lower than buildings designed to meet but not exceed building code requirements.*

With the addition of the new full-time LIRR station, the mode share of LIRR riders will increase by up to 30%, or over 3,000 people for sold-out arena events. This increase and the other demand management strategies will take almost 2,000 cars off the road in the peak hour for sold-out arena events.

11. a. Is the project located in a flood hazard area?

- Yes
- No

b. If yes, will the proposed project mitigate future physical climate risk due to sea-level rise, storm surges and/or flooding based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data?

- Yes
- No
- Not applicable

Explain briefly:

(Please explain how your project demonstrates that future physical climate risk due to sea-level rise, storm surge and/or flooding has been considered. For example, have you demonstrated consideration of the flood risk applicable to your specific structure type? Explain how the siting and design have evaluated flood-risk considerations including but not limited to human health and safety, environmental effects, cost, funding-source requirements, feasibility and community impact. For information on future climate risks, consult New York's ClimAID report at <https://www.nyserda.ny.gov/climaid> and information on implementation of the Community Risk and Resiliency Act at <http://www.dec.ny.gov/energy/102559.html>.)

Project Name: Belmont Park Redevelopment Project

Project Number: _____


ESD SMART GROWTH ADVISORY COMMITTEE FINDING

ESD's Smart Growth Advisory Committee has reviewed the available information regarding this project and finds: (check one)

- The project was developed in general consistency with the relevant Smart Growth Criteria.
- The project was not developed in general consistency with the relevant Smart Growth Criteria.
- It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

ATTESTATION

I, Chief Executive Officer of ESD / designee of the Chief Executive Officer of ESD, hereby attest that the project, to the extent practicable, meets the relevant criteria set forth above and, that to the extent that it is not practical to meet any relevant criterion, for the reasons given above.



[signature]

KEVIN YOVNIS, C.O.O.

[print name & title]

6/20/19

[date]