TECHNICAL MEMORANDUM
Proposed Modifications to 2019 GPP Approved Belmont Park Redevelopment Civic and Land Use Improvement Project

A. INTRODUCTION AND OVERVIEW

On August 8, 2019, the New York State Urban Development Corporation doing business as Empire State Development (ESD) adopted findings for the Belmont Park Redevelopment Civic and Land Use Improvement Project (the Project). ESD's findings were made pursuant to the State Environmental Quality Review Act (SEQRA) based on a Final Environmental Impact Statement issued by ESD in July 2019 (the 2019 FEIS). In August 2019, ESD affirmed a General Project Plan (the 2019 GPP) for the Project pursuant to the UDC Act.

Following the affirmation of the 2019 GPP, planning and construction began on Site A with the construction of the arena component of the Project. The arena is scheduled to be complete and operational in late 2021. Additionally, PSEG Long Island completed construction of the electrical substation directly adjacent to and to the west of the North Lot, and LIRR began construction of the new Elmont Station on the Main Line adjacent to the North Lot.

At this time, ESD is considering the following modifications to the Project (the Proposed Modifications) that are being proposed by New York Belmont Development Partners, LLC and its affiliates, including New York Arena Partners, LLC (collectively, "NYAP" or the Applicant):

1) Relocation of 25,000 gross square feet (gsf) of retail from Site A to Site B;
2) Replacement of the Site B parking beneath the retail village with a free-standing, above-ground parking structure and related modifications to the Site B site plan;
3) Substitution of the landscaped berm on Site B with a 10-foot wall with plantings and landscaping along the eastern and southern perimeter of Site B; and
4) Inclusion of a hydrogen fuel cell technology option for on-site shuttle transportation.

In addition, the Long Island Rail Road has advised ESD that the advanced design of the new Elmont Station requires that the visual barrier be modified in connection with a shift in platform location.

The purpose of this Technical Memorandum is to examine whether the Project with the Proposed Modifications would result in any potential significant adverse environmental impacts not previously identified and adequately addressed in the 2019 FEIS. ESD is the lead agency for environmental review determinations associated with the Proposed Modifications.

PRINCIPAL CONCLUSION

The Proposed Modifications would not result in any significant adverse environmental impacts not previously identified and adequately addressed for the Project. Overall, the density, function, and location of the Project would remain unchanged with the Proposed Modifications. The Project would continue to serve the same purpose and need identified in the 2019 FEIS. Therefore, no

Supplemental Environmental Impact Statement is required in connection with ESD's review and consideration of the Proposed Modifications.

B. DESCRIPTION OF THE PROPOSED MODIFICATIONS

1) RELOCATION OF RETAIL FROM SITE A TO SITE B

The Project includes up to approximately 350,000 gsf of retail, dining and entertainment uses across Sites A and B, consisting of up to approximately 35,000 gsf of experiential retail, dining, and entertainment uses on Site A, and up to approximately 315,000 gsf of destination retail uses on Site B. The Proposed Modifications would re-allocate approximately 25,000 gsf of retail use from Site A to Site B. This would result in 10,000 gsf of experiential retail, dining and entertainment uses on Site A, and 340,000 gsf of destination retail on Site B. The overall amount of retail would remain unchanged at the permitted 350,000 gsf.

2) REPLACEMENT OF SITE B PARKING BENEATH RETAIL VILLAGE TO FREE-STANDING PARKING STRUCTURE/MODIFICATION TO SITE B SITE PLAN

The Project includes approximately 1,500 Site B parking spaces located in a structure beneath the retail facilities. The Proposed Modifications would provide the same amount of Site B parking (approximately 1,500 spaces) but would replace the parking structure beneath the retail uses with a free-standing, above-ground parking structure. The proposed above-grade parking structure would be located on the northern portion of Site B, west of the "jughandle," with an orientation parallel to Hempstead Turnpike. It would provide parking on multiple levels (including roof parking) and would have a roof height of no more than 60 feet. The garage would be constructed of materials similar to those of the arena and would be of open deck construction. The proposed parking structure would operate day and night for use by both the retail village and the arena for event parking. The parking structure would have circulation towers at the two northern corners of the building (along Hempstead Turnpike), with stairs in the northwest tower and stairs and elevators in the northeast tower; each tower would be capped with a "lantern" design element on the top floor, which would be illuminated from the interior and lit by controlled and shielded flood lights on the exterior, aimed at the structure. The southern corners of the structure would not have circulation or tower/lantern features. At the tip of the lantern element, the northeast tower would be approximately 50 feet above the roof line, and the northwest tower would be approximately 30 feet above the roof line. See **Figures 1 and 2** for illustrative renderings of proposed parking structure under the Proposed Modifications.

To accommodate the parking structure, the site plan for Site B would need to be reconfigured (see **Figure 3**). The reconfigured site plan would shift the main internal access roadway from the east side of the site (adjacent to the Elmont neighborhood) to the west side of the site (adjacent to the Cross Island Parkway). With the Proposed Modifications, the Project would continue to provide a service yard that would be located along the northern, eastern, western, and southern sides of the retail village (still accessible only to trucks and emergency vehicles). The bus stop that was to accommodate both coach buses and shuttle transportation would be shifted from a location along the east side of the site to a location at the southern end of the site. The drop-off location for rideshare vehicles would continue to be located at the southern end of the retail village. The Project with Proposed Modifications would continue to include a new restricted-access entrance for emergency vehicles only located near the intersection of 109th Avenue and Wellington Road.

11.12.20

Source: New York Arena Partners, LLC

Proposed Site B Parking Structure
Illustrative View East on Hempstead Turnpike

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 1

11.12.20

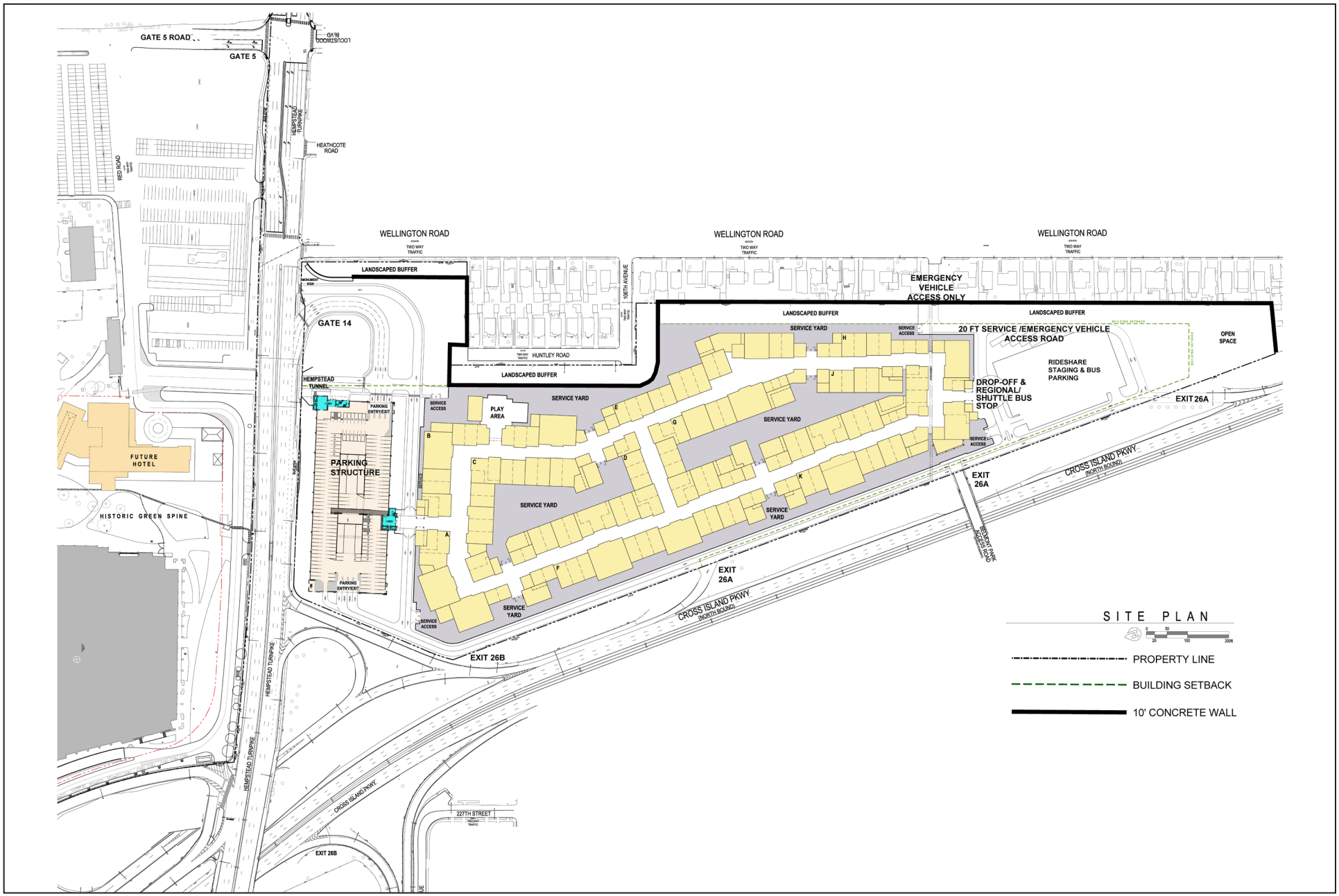
Source: New York Arena Partners, LLC

Proposed Site B Parking Structure
Illustrative View West on Hempstead Turnpike

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 2

2.11.21



Source: New York Arena Partners, LLC

Illustrative Site Plan - Site B

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

Figure 3

3) SUBSTITUTION OF THE LANDSCAPED BERM WITH A WALL WITH LANDSCAPING ALONG THE EASTERN AND SOUTHERN PERIMETER OF SITE B

The Project includes approximately 3.75 acres of landscaped passive open space on Site B, including an 8-foot-high landscaped berm along the eastern perimeter of Site B, along with dense landscaping and an 8-foot high evergreen tree line on top of the berm that will serve to buffer the Site B development from the adjacent residential neighborhood. The Proposed Modifications would not change the amount of open space to be provided on Site B. The Proposed Modifications would, however, replace the landscaped berm with a 10-foot high wall along the eastern and southern perimeter of Site B, with plantings and landscaping in the sections of the open space that are on the neighborhood side of the wall. The wall would be constructed of concrete, and trees on the neighborhood side of the wall would be approximately 12 feet high at planting.

4) INCLUSION OF HYDROGEN FUEL CELL TECHNOLOGY FOR SHUTTLE TRANSPORTATION

The Project includes electric shuttle transportation to the Project Site from the North, South and East Lots, and from the Elmont Station. The Proposed Modifications would allow the shuttle transportation to operate on zero-emission hydrogen fuel cell technology in addition to the previously-approved electric technology

DESIGN CHANGES TO LIRR ELMONT STATION VISUAL BARRIER

The Project includes a new full-time Long Island Rail Road (LIRR) station to help mitigate transportation impacts identified in the 2019 FEIS by providing enhanced mass transit options to the Project Site. The station design included a visual barrier to block views from the station of the backyards of the residences that line the south side of Superior Road. The LIRR has advised that the advanced design of the station necessitates the shift of the south (eastbound) platform to the west by approximately 125 feet due to construction constraints in connection with the location of existing utilities. The eastern limits of the visual barrier (on the north side of the station) would also shift westward. With this change, the visual barrier would extend approximately 55 feet past the eastern-most end of the south platform, which is approximately 35 feet farther east from the platform than assumed in the 2019 FEIS (see **Figure 4**). With the adjustments in platform length, the adjustments in location of the visual barrier would continue to block views from the station of the backyards of the residences that line the south side of Superior Road. In addition, as the eastern limits of the south platform would be shifted approximately 125 feet to the west, farther away from the Floral Park-Bellerose School property, a visual barrier extending east of the south platform to the signal bridge would no longer be needed.

C. POTENTIAL FOR SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS FROM PROPOSED MODIFICATIONS

The purpose of this analysis is to assess, with respect to each relevant technical area, whether the Proposed Modifications may result in any significant adverse environmental impacts not previously identified and considered in the 2019 FEIS.

LAND USE, ZONING AND COMMUNITY CHARACTER

The 2019 FEIS concluded that the Project would not result in significant adverse impacts to land use, zoning, or community character.

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Proposed Changes to the
LIRR Elmont Station Visual Barrier
Figure 4

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

With the Proposed Modifications, the Project would continue to be subject to the land use and design controls of a GPP, which serve in lieu of the underlying zoning. As with the Project analyzed in the 2019 FEIS, the Project with the Proposed Modifications would override the Hempstead Building Zone Ordinance (BZO) and the Hempstead Town Code and conform to the use, bulk, dimensional, and form parameters established by a revised GPP. With the Proposed Modifications, the Project's program (i.e., retail square footage, number of parking spaces) would remain unchanged from that assessed in the 2019 FEIS.

The Project's overall amount of retail (350,000 gsf) would remain unchanged with the Proposed Modifications. With the Proposed Modifications, 25,000 gsf of retail would be relocated from Site A to Site B, resulting in a nominal increase in intensity of uses on Site B.

Overall, the Proposed Modifications do not propose new land uses than those previously proposed. The Project with the Proposed Modifications would continue to include parking and retail on Site B. The Proposed Modification to the Site B site plan would result in changes to the physical location of some of the proposed land uses, largely on the northern portion of the site, adjacent to Hempstead Turnpike. Previously, the Project proposed retail uses above below-grade parking faced inward and away from Hempstead Turnpike and were buffered by vegetation. With the Proposed Modifications, the freestanding parking structure would be located in front of the retail village, adjacent to Hempstead Turnpike. As a result of the changes to the parking on Site B, additional interior reconfigurations are also proposed. The relocation of the main internal access and service yards, bus stop, and drop-off location for rideshare would reduce vehicular activity in the vicinity of the adjacent Elmont neighborhood. This would reduce noise in the Elmont neighborhood relative to the Project analyzed in the 2019 FEIS, and similar to the 2019 FEIS Project, would not result in any significant adverse impacts to community character.

The substitution of the landscaped berm with a wall with plantings and landscaping along the eastern and southern perimeter of Site B would not substantively alter the Project's land use, zoning, or community character effects. The retail land uses as well as the interior roadways, and drop-off areas proposed on Site B would remain buffered by vegetation, minimizing the visual impacts to the community directly to the east and south surrounding Site B (see **Figures 5 and 6**).

The revised GPP would continue to permit uses, densities, and building heights that do not comply with the use and dimensional requirements of the underlying zoning regulations of the Project Sites. As with the Site B buildings analyzed in the 2019 FEIS, the non-conformity between the zoning and the bulk of the proposed parking facility on Site B is not considered significant because Site B has been recognized by the Town of Hempstead, in the HT-E Overlay District, as an area that would augment the Gateway character of Hempstead Turnpike, with development that would not conform to the bulk and density regulations of the Town's Business X and Residential B zoning districts, which are the extant districts on Site B. As with the approved retail uses on Site B, the proposed parking facility would be located within the portion of the site zoned Residence B. The dimensional requirements of the Residence B and Business X Districts do not permit development at the scale that is proposed. For these reasons, compliance with the local zoning requirements is not feasible or practicable, and ESD would override those sections of the BZO and Hempstead Town Code that are inconsistent with the Proposed Modifications pursuant to the UDC Act.

The UDC Act allows ESD to override local zoning requirements where compliance therewith is "not feasible or practicable" and, instead, to regulate development by imposing design guidelines in accordance with the general project plan for a project. The 2019 GPP included such an override with respect to the Project, and the Proposed Modifications would not disturb that previous action.

Existing view north on Huntley Road from 106th Avenue **1a**

View north on Huntley Road from 106th Avenue, with the Proposed Modifications, including the proposed six-story parking structure on Site B **1b**

Existing view north on Huntley Road **2a**

View north on Huntley Road with the Proposed Modifications, including the six-story parking structure **2b**

A modification of the GPP to authorize the Proposed Modifications would extend the override to the proposed parking facility, and the Project's design guidelines would be updated accordingly.

With the Proposed Modifications, Project components remain consistent with the uses identified in plans and studies conducted for the area, such as the 2008 Elmont Community Vision Plan and Nassau County Comprehensive Plan and Updates. The Proposed Modifications would continue to advance the overall goals of local, county, and state comprehensive plans and policy recommendations (which documents and actions help shape and define community character). The Project with the Proposed Modifications would continue to focus on the redevelopment of Belmont Park as a principal driver of economic development and revitalization and enhancement of the area surrounding the property, as well as the foundation for the creation of a gateway into Elmont and Nassau County.

As with the Project analyzed in the 2019 FEIS, the Proposed Modifications would result in the intensification of development on the Project Sites and other directly affected areas, changing the character of the surrounding community. The effect of the Project on community character would continue to be felt mostly on the residential areas immediately adjacent to the Project Sites, particularly Site B. As the retail village shops on Site B would continue to be inward facing and visually buffered by vegetation, the impacts to the community directly to the east and south surrounding Site B would continue to be minimized. Vegetation would continue to buffer any surface parking, interior roadways, and drop-off areas within Site B from the surrounding residential communities.

As stated in the 2019 FEIS, Belmont Park is already a key feature that defines the character of the immediately surrounding community. It is expected that the Project with the Proposed Modifications would continue to have a synergistic effect with Belmont Park and would transform two underutilized sites into a vibrant, year-round operating and accessible mixed-use development that would be compatible with the surrounding area. Therefore, the Proposed Modifications do not alter the 2019 FEIS conclusions that upon completion, the Project would not result in significant adverse impacts with respect to land use, zoning, and community character as a result of the Proposed Modifications.

COMMUNITY FACILITIES AND UTILITIES

The 2019 FEIS concluded that the Project would not result in significant adverse impacts to community facilities and utilities. The Proposed Modifications are limited to parking, landscape buffer and site plan changes on Site B, and a change to shuttle transportation technology. None of these changes would affect police and fire protection, or ambulance/emergency medical services. Emergency response times would continue to be taken into consideration during routine evaluations of service adjustments to continue to provide adequate police coverage. With the Proposed Modifications, the Project would also continue to implement its own site security plans, which would include measures such as the deployment of security personnel, as well as monitoring and screening procedures.

The Proposed Modifications, specifically the relocation of retail use from Site A to Site B, would not increase the total volume of solid waste generated by the Project. The Project with the Proposed Modifications would continue to include new solid waste collection on Site B, which is currently only used as a parking lot for Belmont Park, as well as a vehicle storage site, and does not generate solid waste. The Project with the Proposed Modifications would continue to employ interior and exterior water conservation measures to minimize water usage, and the Applicant will continue to coordinate with the Water Authority of Western Nassau County (WAWNC) regarding

the provision of water to serve the Project. The Proposed Modifications would not affect the Project projected sewage discharge from Site B analyzed in the 2019 FEIS. The 2019 FEIS conservatively calculated sewage discharge from Site B based on an assumption of up to 350,000 gsf of retail village. Even with the relocation of retail uses from Site A to Site B, the Project with the Proposed Modifications would result in less retail on Site B than analyzed in the EIS. Therefore, the Proposed Modifications would not affect the Nassau County Department of Public Works' (NCDPW's) conclusion that only on-site connections to the existing sewer infrastructure would be required, and no off-site modifications to the sewer infrastructure would be required. Additionally, the Proposed Modifications would not affect the electrical supply demands or natural gas requirements of the Project. As with the Project analyzed in the 2019 FEIS, the Project with the Proposed Modifications would not directly or indirectly impact schools, libraries or hospitals, and would not create new demand for day care facilities.

Based on the above, the Proposed Modifications would not result in any significant adverse impacts with respect to community facilities and utilities that were not previously identified in the 2019 FEIS.

OPEN SPACE AND RECREATIONAL RESOURCES

The 2019 FEIS found that the Project would not result in direct or indirect significant adverse impacts on publicly accessible open space or recreational resources. The Project with the Proposed Modifications would introduce the same amount of new publicly accessible open spaces to Belmont Park, including approximately 2.0 acres of hard- and soft-scaped plazas on Site A, and approximately 3.75 acres of landscaped open space on Site B. The creation of these new open spaces would continue to offset the incremental demands that the new workers and visitors would place on the existing recreational areas at Belmont Park. The Proposed Modifications would not change the Applicant's commitment to working with ESD and local officials and community stakeholders, including the Town of Hempstead, to make improvements to two existing open spaces in the nearby community. Therefore, there would be no significant adverse impacts with respect to open space not previously identified and considered in the 2019 FEIS.

HISTORIC AND CULTURAL RESOURCES

The 2019 FEIS concluded that the Project would not result in significant adverse impacts to historic and cultural resources. There are no known or potential archaeological or architectural resources on the Project Sites or within the other directly affected areas, and thus the Project would not have any direct or indirect impacts to on-site archaeological or architectural resources. There is one known architectural resource in the study area—the Floral Park-Bellerose School—that is located approximately 400 feet from the North Lot, separated by a playing field, and thus has visibility to that portion of the directly affected area. While Belmont Park is visible in the distance from the Floral Park-Bellerose School, the Project with the Proposed Modifications on Site B would be located far enough away from the school that visibility of its built structures would be insignificant. Therefore, the Proposed Modifications would not have any direct (physical) or indirect (visual/contextual) impacts to architectural resources within the study area.

VISUAL RESOURCES

The 2019 FEIS concluded 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 Modifications would not result in any new or different impacts to urban design or visual resources that were not already identified in the 2019 FEIS.

Visual Analysis

The Proposed Modifications on Site B would replace the parking structure beneath the retail uses with a 60-foot-tall (exclusive of circulation towers and lantern design elements) free-standing, above-ground parking structure located on the northern portion of Site B, west of the "jughandle." The garage would be of open deck construction and would provide parking on multiple levels, including roof parking. The exterior design of the parking structure would be similar to the arena, with brick and metal details added to a precast structure. The parking structure would be visible from residential view locations in Elmont. Northwest views from residential Huntley Road near 106th Avenue would include the upper stories of the garage along with the upper stories of the hotel on Site A (see **Figure 5**, which depicts the proposed vegetation five years after planting). However, the views would not be direct and would be partially obscured by the proposed wall and vegetation. The views would also remain compatible with the street's existing setting, which includes a north view of the Grandstand/Clubhouse and would replace a view of the existing paved parking lot on Site B with a wall and landscaping, not removing or obscuring views to any aesthetic resources. Towards the end of Huntley Road, it is anticipated that views to the proposed parking garage would be partially screened by existing trees and the proposed wall and vegetation (see **Figure 6**, which depicts vegetation five years after planting). The parking garage would also be visible from the northern edges of the residential neighborhood, where the residential streets intersect with Hempstead Turnpike and along Wellington Road immediately south of Hempstead Turnpike. From residential Wellington Road, the parking structure would be physically separated by the "jughandle" on the northeast end of Site B and the wall and landscaping along the west side of Wellington Road. The parking structure would be visible to the west from the junction of Wellington Road and Hempstead Turnpike. Hempstead Turnpike is a busy road that is developed with commercial properties, and the parking structure would not change the aesthetic character of the road. See **Figures 7** and **8** for views east and west along Hempstead Turnpike, showing the proposed parking structure on Site B. The proposed parking structure on Site B would not result in significant adverse impacts to aesthetic resources in Elmont, as the Project with the Proposed Modifications 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 Modifications on Site B also include substitution of the landscaped berm with a 10-foot wall with landscaping on the eastern and southern perimeter of Site B. The landscaping in sections of the open space on the neighborhood side of the proposed wall would include two layers of deciduous and evergreen plantings. The wall would be constructed of concrete, and trees on the neighborhood side of the wall would be approximately 12 feet high at planting. With the substitution of the landscaped berm, the Project with the Proposed Modifications 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 Site B's eastern boundary. As with the Project analyzed in the 2019 FEIS, with the Proposed Modifications, the upper portions of the buildings would be visible above the 10-foot wall and landscaping. The houses lining the west side of Wellington Road would also block views from the street to Site B. As with the Project analyzed in the 2019 FEIS, with the Proposed Modifications Site B would be visible at the proposed emergency entrance to 109th Avenue and Wellington Road. The Proposed Modifications include a change to the emergency entrance, with an alternative design for the gate and drive. With the Proposed

Existing view west on Hempstead Turnpike from the residential Wellington Road **3a**

View west on Hempstead Turnpike from the residential Wellington Road, with the Proposed Modifications, including the parking structure on Site B **3b**

Existing view east on Hempstead Turnpike, showing Site B to the right **4a**

View east on Hempstead Turnpike, with the Proposed Modifications, including the parking structure on Site B **4b**

Modifications, the retail buildings on Site B would be visible behind the gate. As shown in **Figure 9**, the retail village buildings on Site B that are visible behind the entrance gate would be of a height that is compatible to the houses in the residential neighborhood. Furthermore, the buildings would be partially obscured by the proposed wall and landscaping, including the existing mature evergreen trees that flank the emergency entrance gate. Therefore, the Proposed Modifications on Site B would not result in any impacts to views to aesthetic resources, diminish the public's enjoyment of a resource, or significantly impact residential viewers.

Assessment of Proposed Lighting Schemes

The lighting and signage of the proposed parking structure would not result in any significant impacts to aesthetic resources and residential viewers within the study area. Like the currently authorized Site B parking, the proposed parking structure would operate day and night with a capacity of approximately 1,500 cars, for use by both the retail center and the arena for event parking. The parking structure would have circulation towers at two corners of the building, with stairs or elevators in each; each of these towers would be capped with a "lantern" design element on the top floor, which would be illuminated from the interior and lit by controlled and shielded flood lights on the exterior, aimed at the structure. The towers with lanterns would be located at the northwest and northeast corners of the structure (along Hempstead Turnpike); the southwest and southeast corner (closest to the residential neighborhood), would not have a tower/lantern feature. As shown in **Figures 5** and **6**, the lanterns would not be visible from the residential streets. Lighting levels on the parking structure would be reduced during inactive, late night, and overnight hours. At 11:30 pm, lights on the parking structure would be dimmed. When crowds are not present, lighting for safety and security would be provided, but lighting elements used during events would be dimmed or not used at all. Interior and rooftop lighting would be controlled by local sensors or a lighting control system, to reduce illumination during inactive, late night, and overnight hours. Rooftop parking areas would be illuminated with LED luminaires mounted to 25-foot-tall poles. The fixtures would be full cut-off with no light above 90 degrees, all lighting focused on the upper deck level only, and no rooftop poles would be located along the outer perimeter of the parking structure so as to minimize lighting on the surrounding environment and limit light trespass. The ramps in the garage would also be illuminated with LED luminaires. Elevator cabs on the towers would be lit with luminaires so they would be visible from the exterior as they move up and down, and stairs in the towers would also be illuminated. The lighting would be selected to control glare and to minimize lighting to the surrounding environment, and to limit light trespass. The exterior of the parking structure would have illuminated horizontal and vertical signs, although external illumination would be restricted to only the sign panel and with no extraneous illumination. No LED screens would be installed on the parking structure. No signage would be on the south façade of the parking structure that faces Huntley Road. The east side of the parking structure, facing residential Wellington Road, would have two illuminated building signs, each measuring approximately 10 feet by 55 feet. These signs would be separated from Wellington Road by the jughandle, and obscured from view by the vegetation on the west side of Wellington Road. On the northeast side of Site B and perpendicular to Hempstead Turnpike, an at-grade illuminated sign, on a landscape feature measuring 14.8 feet tall, 145 feet long, and with 45 feet of frontage on Hempstead Turnpike, would be located at the entrance to the "jughandle" from Hempstead Turnpike. The illuminated portion of this sign would be oriented to the west on Hempstead Turnpike only, and therefore views from the east, including views from residential Wellington Road, would only include the landscaping elements behind the sign (see **Figure 7** for a view from Wellington Road, demonstrating that the sign is not visible). Overall, the proposed lighting strategy for the parking garage incorporates best-practices principles related to duration

Existing view west on 109th Avenue from Wellington Road, to Site B **5a**

View west on 109th Avenue from Wellington Road, with the Proposed Modification, showing the emergency access to Site B and the Retail Village to the west **5b**

and usage, brightness, orientation, directionality, form, and fixtures that would minimize light pollution. Accordingly, the proposed lighting would not result in any significant impacts to views to aesthetic resources, diminish the public's enjoyment of an aesthetic resource, or significantly impact residential viewers.

LIRR Station Visual Barrier

As described above, the Project includes a new full-time Long Island Rail Road (LIRR) station to help mitigate transportation impacts identified in the EIS by providing enhanced mass transit options to the Project Site. The station would continue to include a 14-foot-tall visual barrier of solid material on the north side, which would extend east of the station platform and continue to block views from the station of the backyards of the residences that line the south side of Superior Road (see **Figure 4**).

As described in the 2019 FEIS, the Floral Park-Bellerose School is a sensitive aesthetic and visual resource within view of the new LIRR Elmont Station. The playground and recreation space at the rear of the school have western views of the existing LIRR right of way (ROW) and new LIRR Elmont Station area. Views from the school and playground currently include a substation surrounded by a tall chain-link fence at the northwest corner of the playing fields. Tall utility poles with overhead wires and a tall LIRR signal bridge that spans over the LIRR tracks are also visible above the chain-link fencing that lines the northern edge of playing fields. As with the Project analyzed in the 2019 FEIS, the new LIRR Elmont Station would be located adjacent to the North Lot and substation, northwest of the recreation fields. However, the eastern limits of the south platform would be shifted approximately 125 feet to the west, farther away from the Floral Park-Bellerose School property. Due to this shift, a visual barrier extending east of the south station platform to the signal bridge would no longer be needed at that location. Views from the recreation fields would continue to include the substation and the LIRR ROW with tall utility poles and signal bridge, and part of the pedestrian overpass that would span over the tracks. As with the Project analyzed in the 2019 FEIS, the new LIRR Elmont Station with these modifications would not impact any views to visual or aesthetic resources or substantially alter the visual character of the view.

SOCIOECONOMIC CONDITIONS

The 2019 FEIS found that the Project would not result in any significant adverse environmental impacts due to changes in socioeconomic conditions; the Proposed Modifications would not alter this finding. The Project with Proposed Modifications would not result in any direct displacement of business uses not already identified and considered in the 2019 FEIS. The Proposed Modifications would not change the total amount or types of uses; there would be approximately 25,000 additional square feet of luxury retail on Site B, and 25,000 square feet less restaurant and entertainment retail uses on Site A. The socioeconomic conditions analysis in the DEIS analyzed the potential effects of up to 350,000 square feet of luxury retail on Site B, and concluded that it would not alter market conditions in a manner that could result in significant adverse impacts. With respect to economic benefits, given that the total amount of retail would not change, the jobs associated with retail at the Project Sites is expected to be similar to the amounts estimated in the 2019 FEIS.

HAZARDOUS MATERIALS

The 2019 FEIS concluded that with the incorporation of measures to reduce the potential for exposure to any hazardous materials that may be present, the potential for significant adverse

effects related to hazardous materials would be avoided. The Project with the Proposed Modifications would continue to incorporate these measures. Additionally, the Proposed Modifications would not involve excavation beyond the limits of the areas analyzed in the 2019 FEIS. Therefore, there would be no significant adverse hazardous materials impacts not previously disclosed and considered in the 2019 FEIS.

WATER RESOURCES

The 2019 FEIS found that the Project would not result in significant adverse impacts to water resources. The Proposed Modifications would not include any new program elements that would adversely affect water resources, and thus would not result in different effects to water resources than those discussed in the 2019 FEIS.

With the Proposed Modifications, the Project would continue to adhere to the relevant requirements and recommendations of the 208 Study[1], the *2016 New York Standards and Specifications for Erosion and Sediment Control* (the "Blue Book"), the *New York State Stormwater Design Manual* (January 2015), and the State Pollutant Discharge Elimination System (SPDES) general permit requirements. The Proposed Modifications would not affect the means by which the Project would dispose of sanitary waste or its connection to a municipal water purveyor. Stormwater management systems would continue to be installed during early stages of construction to manage stormwater runoff, and various types of inlet protection would be employed in order to protect the existing and proposed drainage infiltration systems and off-site recharge basins. The Project with the Proposed Modifications on Site B would continue to include installation of leaching structures and water quality treatment units upstream of the connection to the Nassau County infrastructure, per requirements set forth by Nassau County and New York State. Therefore, there would be no significant adverse impacts with respect to water resources not previously identified and considered in the 2019 FEIS.

NATURAL RESOURCES

The 2019 FEIS concluded that the operation of the Project would not result in significant adverse impacts to natural resources. The relocation of approximately 25,000 square feet of retail uses from Site A to Site B and the change of shuttle transportation technology would not affect natural resources on the Project Site. The site plan changes to Site B, including the modification of parking from a partially below-grade parking lot to a free-standing parking structure would continue to result in the loss of a number of mature trees that provide habitat for birds and other wildlife typical of developed areas. However, the Proposed Modifications, even with the substitution of a wall instead of a berm along the eastern and southern perimeter of Site B, would continue to include the approximately 3.75 acres of landscaped open space on Site B and tree plantings, which has the potential to improve habitats for birds and pollinator species, as well as other wildlife within the Project Sites. With the Proposed Modifications, the Project buildings (including the proposed parking structure on Site B), would continue to implement measures, where appropriate, to reduce daytime bird collisions, and would not be of a sufficient height to impact nighttime migrations. Therefore, there would be no significant adverse natural resources impacts not previously disclosed and considered in the 2019 FEIS.

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[1] *The Long Island Comprehensive Waste Treatment Management Plan* (referred to as the "208 Study") is a report prepared pursuant to Section 208 of the Federal Water Pollution Control Act Amendments of 1972.

TRANSPORTATION

The Project with the Proposed Modifications would not result in any new significant adverse transportation impacts during the weekday AM, weekday PM, Saturday midday, Saturday PM, and Saturday night peak hours that were not previously disclosed in the 2019 FEIS. The effectiveness of the mitigation measures recommended in the 2019 FEIS for the Project's significant adverse transportation impacts would not change as a result of the Proposed Modifications.

TRIP GENERATION

While the total maximum size of the retail component of the Project was reduced to up to 350,000 gsf subsequent to the publication of the Draft Environmental Impact Statement (DEIS), the Transportation chapter of the 2019 FEIS conservatively retained the assumption of up to 435,000 gsf of retail space (on both Sites A and B) as presented in the DEIS. **Table 1** presents a comparison of the size of the retail space analyzed in the transportation analyses of the 2019 FEIS and the Project with the Proposed Modifications. As shown in the table, the Project with Proposed Modifications represents a net reduction of 75,000 gsf of retail space on Site A, a net reduction of 10,000 gsf of retail space on Site B, and a total net reduction of 85,000 gsf on both Sites A and B as compared to the retail program analyzed in the 2019 FEIS. Therefore, the Project with the Proposed Modifications would generate fewer person and vehicle trips compared to the retail component size that was analyzed in the 2019 FEIS.

Table 1
Comparison of Retail Assumed in Transportation Analyses

Location	Project Analyzed in 2019 FEIS	Project with Proposed Modifications	Net Change
Site A	85,000 gsf	10,000 gsf	-75,000 gsf
Site B	350,000 gsf	340,000 gsf	-10,000 gsf
Total	**435,000 gsf**	**350,000 gsf**	**-85,000 gsf**

PROPOSED SITE PLAN

Compared to the Project analyzed in the 2019 FEIS, the Proposed Modifications would not result in changes to the vehicular access or egress points to the Project Sites on Hempstead Turnpike and the Cross Island Parkway, or changes to the internal circulation or parking on Site A and the North, South, and East Lots. However, the Proposed Modifications would result in some changes to site access and egress, internal site roadways, parking facilities, taxi/rideshare drop-off and pick-up locations, bus stops, bus parking, and service yards on Site B. **Figure 3** shows the Site B plan for the Project with the Proposed Modifications.

Site B Access and Egress

For vehicles traveling to and from Site B, the 2019 FEIS traffic analyses reflected that vehicular access and egress would be provided via two entrances on Hempstead Turnpike (Gates 5 and 14) and two interchanges on the Cross Island Parkway (Exits 26A and 26B), as follows:

- Gate 5, located at the signalized intersection of Hempstead Turnpike with Gate 5 Road and Locustwood Boulevard, would provide access for autos from the westbound direction of Hempstead Turnpike (via the underpass below Hempstead Turnpike).

- Gate 14, a loop ramp located to the west of Wellington Road, would provide access for autos, trucks, and buses from Hempstead Turnpike in the eastbound direction. Gate 14 would also provide egress for trucks and buses to Hempstead Turnpike in the eastbound direction.
- Exit 26A would provide access for autos from the Cross Island Parkway in the northbound direction and egress for autos to both directions of the Cross Island Parkway. Autos exiting Site B destined to local streets would enter the northbound Cross Island Parkway at Exit 26A and then use Exit 26B to access Hempstead Turnpike or Hempstead Avenue. The southbound exit ramp at Exit 26A was proposed to remain closed and would not be used as a means of access for autos from the Cross Island Parkway in the southbound direction.
- Exit 26B would provide access for autos from the southbound direction of the Cross Island Parkway via Hempstead Turnpike and Gate 14.

With the Proposed Modifications, vehicular access and egress for Site B would be the same, except that Gate 14 could also provide egress for autos to Hempstead Turnpike in the eastbound direction (i.e., by vehicles exiting from the east side of the parking garage). This additional point of egress could be used to facilitate travel for autos already destined to local streets, as they would not need to exit Site B by entering the northbound Cross Island Parkway at Exit 26A and then using Exit 26B to access Hempstead Turnpike. Vehicles exiting from the east side of the parking garage would not be allowed to make a left turn onto Belmont Park Road and use Gate 5 as a means of egress to Hempstead Turnpike (i.e., via the underpass below Hempstead Turnpike and Gate 5 Road).

The Proposed Modifications would not affect the entrances to Belmont Park at Plainfield Avenue (Gate 8) and Mayfair Avenue (Gate 9), both of which are not to be used for vehicular or pedestrian site access to the Project, or Exit 26D, which will provide access to and egress from the North Lot and will connect with both directions of the Cross Island Parkway. Additionally, the Proposed Modifications would not affect the commitment to make improvements to the site entrance at the intersection of Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road, which include geometric changes and modifications to the signal phasing.

Internal Site B Roadways

The 2019 FEIS traffic analyses reflected internal site roads on Site B that would generally consist of access roads within and around the perimeter of the retail village to provide access to parking facilities and pick-up/drop-off locations as well as the circulation of buses, trucks, and emergency vehicles. South of Hempstead Turnpike, Belmont Park Road would continue from the existing vehicular tunnel below Hempstead Turnpike along the east side of Site B to a drop-off location and staging area for rideshare vehicles at the southern end of the retail village. This segment of the Belmont Park Road would primarily be accessed from eastbound Hempstead Turnpike at Gate 14 via a "jughandle" that would intersect Belmont Park Road at a roundabout. Belmont Park Road would include multiple right-in/right-out driveways leading to the parking facility beneath the retail village. A bus stop and valet would be located near the middle of the retail village. A service yard that would only be accessible to trucks and emergency vehicles would be located along the northern, western, and portions of the eastern sides of the retail village at the same level as the retail stores; this would include up to five entrances to the interior and service areas (service yards) of the retail village. One segment of the service yard near the southeastern portion of the retail village would connect to a new restricted-access entrance for emergency vehicles only located near the intersection of 109th Avenue and Wellington Road. At the southern end of the retail village, a short two-way roadway would run in an east-west direction and connect Belmont Park Road with the northbound off-ramp, northbound on-ramp, and southbound on-ramp at Exit 26A

on the Cross Island Parkway. An entrance to the parking beneath the retail village would be located near the southeast corner of the retail village, and an exit from the parking beneath the retail village would be located near the southwestern corner of the retail village.

With the Proposed Modifications, several of the site plan elements described above would be modified. Belmont Park Road would no longer continue along the east side of Site B to the southern end of the retail village. Instead, this road from the existing vehicular tunnel below Hempstead Turnpike would terminate near the northeastern corner of the retail village and would include an intersection with the end of the "jughandle" entrance ramp from Gate 14 and an entrance/exit on the east side of the parking garage as well as an intersection with:

- The exit ramp to Gate 14;
- A new entrance/exit to a service yard along the north and east sides of the retail village, which would only be accessible to trucks and emergency vehicles and connect to the restricted-access entrance only for emergency vehicles located near the intersection of 109th Avenue and Wellington Road; and
- A new roadway segment between the parking garage and the retail village, which would provide access to a service yard along the north and west sides of the retail village as well as a new road running along the west side of Site B. Access to the roadway segment between the parking garage and retail village would be restricted to taxis and rideshare vehicles, buses, trucks, and emergency vehicles; automatic gates would be located on this roadway to control its access.

With the Proposed Modifications, the new road on the west side of Site B would run from an entrance/exit on the west side of the parking garage to the end of the northbound off-ramp at Exit 26A on the Cross Island Parkway (near the southwestern corner of the retail village). This two-way roadway would primarily be used by autos to access the parking garage from the northbound Cross Island Parkway and by autos for egress from the parking garage to both directions of the Cross Island Parkway; intersections would be located on this roadway at its connections with the northbound on-ramp at Exit 26A and the overpass leading to the southbound on-ramp at Exit 26A. Along the southern end of the retail village, a short two-way roadway would run in an east-west direction and connect to the new road on the west side of Site B, providing access to the service yards on the east, west, and south sides of the retail village (that would only be accessible to trucks and emergency vehicles) and would also serve as a rideshare drop-off and pick-up area, a VIP drop-off, and a bus stop for shuttles and charter/coach buses.

With the Proposed Modifications, a staging area for rideshare vehicles will continue to be located at the southern end of Site B, which will continue to be accessible for vehicles using the northbound off-ramp at Exit 26A on the Cross Island Parkway and vehicles coming from Hempstead Turnpike (via the new road on the west side of Site B and the roadway along the southern end of the retail village); this area would now also include parking for coach buses.

With the Proposed Modifications, the Project will continue to provide a service yard that would be located along the northern, eastern, western, and southern sides of the retail village at the same level as the retail stores, which will continue to only be accessible to trucks and emergency vehicles. The only change is that it could include one less entrance to the interior areas and interior service yards of the retail village.

Parking Facility

The 2019 FEIS traffic analyses assumed that Site B would include approximately 1,500 spaces on one level of new structured parking beneath the retail village. It was anticipated that retail shoppers would not be charged a parking fee but other visitors such as arena patrons would be charged for parking. Retail shoppers would be differentiated from other parkers using a validation system at retail pay points. The collection of parking fees was not anticipated on entry to the parking beneath the retail village; to optimize vehicle entry into this parking facility and minimize queuing from spilling back, vehicles would enter the parking facility without waiting to collect a ticket. Parkers needing to pay would then be encouraged to pay on foot at pay stations and fees would be collected on exit.

With the Proposed Modifications, the parking beneath the retail village would be replaced with a parking facility that similarly would include approximately 1,500 spaces, but in a free-standing structure consisting of multiple levels with roof parking that would be located on the northernmost portion of Site B, between the retail village and Hempstead Turnpike. As shown in **Figure 3**, entrances and exits to the parking garage would be located on the east and west sides of the garage. Ramps would allow vehicles to travel between levels and internal circulation within the garage would allow vehicles on each level to enter or exit from either side of the garage. Guide signs within the garage would be used to direct exiting vehicles to their ultimate destination. To optimize vehicle entry into this parking facility and to minimize queuing from spilling back, vehicles would enter the parking facility without waiting to collect a ticket. As with the below-grade parking structure planned for Site B in the 2019 FEIS, parkers needing to pay will continue to be encouraged to pay on foot at pay stations and fees will continue to be collected on exit. A total of four entry/exit lanes would be provided on the east side of the garage and five entry/exit lanes would be provided on the west side of the garage.

Taxi/Rideshare Drop-Off and Pick-Up

The 2019 FEIS traffic analysis assumed that a designated drop-off and pick-up location for taxis and rideshare vehicles would be located on the south end of the retail village; a staging lot for rideshare vehicles would be located at the south end of Site B.

With the Proposed Modifications, a designated drop-off and pick-up location for taxis and rideshare vehicles would continue to be located at the south end of the retail village and a staging lot for rideshare vehicles will continue to be provided at the south end of Site B.

Bus Stops

The 2019 FEIS assumed that a bus stop for shuttles and charter/coach buses would be provided along Belmont Park Road midway along the east end of the retail village; this bus stop would be used for shuttles transporting shoppers parking in the South or East Lots to and from the retail village, shuttles transporting riders between the new LIRR Elmont Station or the LIRR Belmont Park Station and the retail village, and charter/coach buses providing service to the retail village.

With the Proposed Modifications, a bus stop for shuttles and charter/coach buses would be provided at the south end of the retail village.

Bus Parking

The 2019 FEIS did not assume any bus parking would be provided on Site B; parking spaces for coach buses would be provided within the East Lot and if needed, additional buses could also be parked near the bus platforms adjacent to the LIRR Belmont Park Station.

With the Proposed Modifications, new parking for coach buses would be provided in the staging area for rideshare vehicles at the south end of Site B. Parking spaces for coach buses will continue to be provided within the East Lot or near the bus platforms adjacent to the LIRR Belmont Park Station.

TRAFFIC ASSIGNMENTS

The Project with the Proposed Modifications would not have any effect on how vehicles were assigned to travel to and from Site A and the North, South, and East Lots compared to the Project analyzed in the 2019 FEIS. The following sections describe how Project-generated vehicles were assigned to travel to and from Site B in the 2019 FEIS traffic analysis and if the Project with the Proposed Modifications would potentially result in any changes to access and egress routes used by vehicles on the local street and highway networks.

Autos Using Parking Facility

In the 2019 FEIS traffic analysis, northbound trips on the Cross Island Parkway were assigned to enter the parking facility beneath the retail village using the off-ramp at Exit 26A and would not travel on the local street network. Southbound trips on the Cross Island Parkway were assigned to use Exit 26B and travel east along Hempstead Turnpike and enter the parking facility using the loop ramp at Gate 14. Eastbound trips on Hempstead Avenue were also assigned to enter the parking facility using the loop ramp at Gate 14, while westbound trips on Hempstead Turnpike were assigned to enter the parking facility using Gate 5 via the underpass below Hempstead Turnpike. Vehicles exiting the parking facility destined to the northbound and southbound Cross Island Parkway would use the on-ramps at Exit 26A and would not travel on the local street network. Outbound vehicles destined to eastbound Hempstead Turnpike or westbound Hempstead Avenue would use the northbound on-ramp at Exit 26A and then use the off-ramps at Exit 26B to access Hempstead Avenue/Turnpike.

With the Proposed Modifications, when traveling to the parking garage, northbound trips on the Cross Island Parkway would enter the west side of the parking garage using the off-ramp at Exit 26A and would not travel on the local street network. Southbound trips on the Cross Island Parkway would use Exit 26B and travel east along Hempstead Turnpike and enter the east side of the parking garage using the loop ramp at Gate 14. Eastbound trips on Hempstead Avenue would also enter the east side of the parking garage using the loop ramp at Gate 14 and westbound trips on Hempstead Turnpike would enter the east side of the parking garage using Gate 5 via the underpass below Hempstead Turnpike. Vehicles departing the parking garage destined to the northbound and southbound Cross Island Parkway would exit from the west side of the parking garage and then use the on-ramps at Exit 26A and would not travel on the local street network. Outbound vehicles destined to eastbound Hempstead Turnpike could have two different egress routes:

- Vehicles departing from the east side of the parking garage would exit using Gate 14.
- Vehicles departing from the west side of the parking garage would exit using the northbound on-ramp at Exit 26A and then use the off-ramps at Exit 26B to access Hempstead Turnpike.

Outbound vehicles destined to westbound Hempstead Avenue would depart from the west side of the parking garage and would exit using the northbound on-ramp at Exit 26A and then use the off-ramps at Exit 26B to access Hempstead Avenue.

Although the Proposed Modifications would affect the internal movement of autos within Site B, they would largely not result in any change to the access and egress routes used by autos on the local street and highway networks in traveling to and from Site B. When compared to the traffic assignments utilized in the 2019 FEIS, the only difference would be that vehicles exiting the parking garage destined to eastbound Hempstead Turnpike could avoid using the Cross Island Parkway and exit directly onto Hempstead Turnpike at Gate 14 if they used the exit on the east side of the parking garage.

Taxis and Rideshare Vehicles

In the 2019 FEIS traffic analyses, taxi and rideshare trips for the retail village were assigned to use the drop-off/pick-up area at the south end of the retail village, entering and exiting Site B using similar routes as the assignments for autos using the parking facility below the retail village. Northbound and southbound trips on the Cross Island Parkway were assigned to use Exit 26B and travel east along Hempstead Turnpike and enter Site B using the loop ramp at Gate 14. Eastbound trips on Hempstead Avenue were also assigned to enter the drop-off/pick-up area using the loop ramp at Gate 14 and westbound trips on Hempstead Turnpike were assigned to enter the drop-off/pick-up area using Gate 5 via the underpass below Hempstead Turnpike. Departing taxi and rideshare vehicles destined to the northbound and southbound Cross Island Parkway were assigned to use the on-ramps at Exit 26A and would not travel on the local street network. Outbound vehicles destined to eastbound Hempstead Turnpike or westbound Hempstead Avenue were assigned to primarily use the northbound on-ramp at Exit 26A and then use the off-ramps at Exit 26B to access Hempstead Avenue or Hempstead Turnpike.

With the Proposed Modifications, taxi and rideshare trips for the retail village would largely continue to use the same access and egress points to Site B as assumed in the 2019 FEIS. Taxis and rideshare vehicles entering Site B via Gates 5 and 14 would be permitted to use the roadway segment between the parking garage and the retail village to access the new road running along the west side of Site B and travel to the drop-off and pick-up area at the south end of the retail village or access the staging area for rideshare vehicles at the southern end of the Site B. Since there would only be one drop-off/pick-up area for taxis and rideshare vehicles at the south end of the retail village, northbound vehicles on the Cross Island Parkway would be expected to use Exit 26A to enter Site B (in lieu of Exit 26B). Departing taxi and rideshare vehicles destined to the northbound and southbound Cross Island Parkway will continue to use the on-ramps at Exit 26A and would not travel on the local street network. Outbound vehicles destined to eastbound Hempstead Turnpike or westbound Hempstead Avenue will continue to primarily use the northbound on-ramp at Exit 26A and then use the off-ramps at Exit 26B to access Hempstead Avenue or Hempstead Turnpike.

Trucks and Buses

In the 2019 FEIS traffic analysis, trucks and buses were assigned to travel to and from the retail village via Hempstead Avenue or Hempstead Turnpike due to access restrictions on the Cross Island Parkway. Trucks and buses to the retail village would travel eastbound along Hempstead Turnpike and would enter the Project Sites via Gate 14. All trucks and buses from the retail village were assigned to exit the Project Sites via Gate 14 to travel eastbound on Hempstead Turnpike and would not exit the Project Sites via the Cross Island Parkway.

With the Proposed Modifications, all trucks and buses traveling to and from the retail village will continue to use Hempstead Avenue or Hempstead Turnpike due to access restrictions on the Cross Island Parkway and will continue to enter and exit Site B at Gate 14. The new parking for coach

buses at the south end of Site B would eliminate the need for buses to travel to/from the parking area for coach buses within the East Lot or near the bus platforms adjacent to the LIRR Belmont Park Station if they are parking on-site after dropping off passengers.

LOCAL STREET AND HIGHWAY NETWORKS

Compared to the Project analyzed in the 2019 FEIS, the Proposed Modifications would not result in an increase of vehicle trips or changes to the vehicular access or egress points to the Project Sites on Hempstead Turnpike and the Cross Island Parkway. As discussed above, the Proposed Modifications would alter vehicular circulation on the internal roadways within Site B, but would largely not result in any changes to the access and egress routes used by autos, taxis and rideshare vehicles, trucks, and buses on the local street and highway networks when traveling to and from Site B. The only exceptions are that the Proposed Modifications would affect the access route for northbound taxis and rideshare vehicles on the Cross Island Parkway destined to Site B and have the potential to affect the egress route for autos exiting the parking garage on Site B destined to eastbound Hempstead Turnpike.

With the Proposed Modifications, northbound taxis and rideshare vehicles on the Cross Island Parkway destined to Site B would use Exit 26A to enter Site B (in lieu of Exit 26B). This would result in a reduction of traffic volumes on the Cross Island Parkway from Exit 26A to the northbound off-ramp at Exit 26B, resulting in improved traffic conditions to these segments of the highway network. As this rerouting would not result in any changes to traffic volumes at signalized intersections, it would not affect traffic conditions on the local street network.

With the Proposed Modifications, outbound autos from the parking garage destined to eastbound Hempstead Turnpike would now have an option to exit from the east side of the parking garage and exit the Project Sites at Gate 14, avoiding the need to exit Site B by entering the northbound Cross Island Parkway at Exit 26A and then using Exit 26B to access Hempstead Turnpike. If autos from Site B destined to eastbound Hempstead Turnpike exited Site B at Gate 14, this would result in a reduction of traffic volumes on the Cross Island Parkway at the northbound on-ramp at Exit 26A and northbound off-ramp at Exit 26B, resulting in improved traffic conditions to this segment of the highway network. As this rerouting would not result in any changes to traffic volumes at signalized intersections, it would not affect traffic conditions on the local street network.

The potential use of Gate 14 by autos exiting Site B could be prevented as part of the Project's operations plan by restricting the use of Gate 14 as an exit to trucks and buses only (such as by restricting autos from using the east side of the garage as an exit). The Proposed Modifications would not affect the commitment of NYAP to implement a comprehensive Transportation Management Plan (TMP) to minimize traffic impacts to the maximum extent feasible; the TMP would include an operations plan for managing the internal movement of vehicles and pedestrians within the Project Sites during events and coordination with stakeholders.

Overall, the Project with the Proposed Modifications would be operated in such a manner so it would not result in any new significant adverse traffic impacts during the weekday AM, weekday PM, Saturday midday, Saturday PM, and Saturday night peak hours that were not previously disclosed in the 2019 FEIS. The effectiveness of the mitigation measures recommended in the 2019 FEIS for the Project's significant adverse traffic impacts would not change as a result of the Proposed Modifications.

LIRR SERVICE

The Proposed Modifications would not result in an increase of LIRR trips compared to the Project analyzed in the 2019 FEIS; similar to the 2019 FEIS it would not result in significant adverse impacts to LIRR service or platforms, stairways, or ramps at Belmont Park Station.

The Proposed Modifications would not affect the commitment to construct the new LIRR Elmont Station that would be added to the LIRR Main Line as a mitigation measure to provide additional transit service to the Project Sites. As assumed in the 2019 FEIS, with the Proposed Modifications, during arena events, shuttle service will continue to be provided to transport arena patrons between the new LIRR Elmont Station and Site A; when the arena is not hosting an event, shuttle service would also be provided between the new LIRR Elmont Station and the retail village.

BUS SERVICE

The Proposed Modifications would not result in an increase of bus rider trips compared to the Project analyzed in the 2019 FEIS. Therefore, it would not result in the potential for any new significant adverse impacts to public bus routes operated by the Metropolitan Transportation Authority (MTA) Bus Company, MTA New York City Transit, and Nassau Inter-County Express (NICE) during the weekday AM, weekday PM, Saturday midday, Saturday PM, and Saturday night peak hours that were not previously disclosed in the 2019 FEIS.

The Proposed Modifications would not affect the commitment of NYAP to install bus pull-outs along both directions of Hempstead Turnpike adjacent to the Project Sites; these pull-outs would include amenities such as shelters and electronic shelter information.

PARKING

On Site B, the 2019 FEIS assumed that approximately 1,500 spaces on one level of structured parking would be provided beneath the retail village. With the Proposed Modifications, this parking capacity would be unchanged, but would be relocated and replaced in a parking garage consisting of multiple levels with roof parking that would be located between the retail village and Hempstead Turnpike. The Proposed Modifications would not affect the parking spaces provided on Site A or the existing parking on the North, South, and East Lots that would be utilized during arena events and/or peak shopping periods through a shared parking agreement with the Franchise Oversight Board (FOB) and the New York Racing Association (NYRA).

As the Proposed Modifications to the Project would not generate additional vehicle trips compared to the Project analyzed in the 2019 FEIS, it would not result in additional parking demand. As in the 2019 FEIS, with the Proposed Modifications both the maximum parking demand generated by the Project and the combined parking demand of the Project with live racing at Belmont Park could be accommodated by the parking provided on the Project Sites and the North, South, and East Lots. The Proposed Modifications would not affect the commitment of NYAP to take a proactive approach to prevent off-site parking from occurring if attendees may attempt to park for free in the surrounding neighborhoods and walk to the arena.

The 2019 FEIS assumed that all of the new parking on Sites A and B would be available at the opening of the Project. With the Proposed Modifications to the Project, the 400 spaces in new structured parking within and below the hotel's podium on Site A would not be constructed until after the opening of the arena. These new parking spaces would not initially be needed to accommodate on-site demand from the Project because there would not be any parking demand

from the hotel on Site A and the retail village until those components are completed, both of which would also be constructed after the opening of the arena.

PEDESTRIAN CIRCULATION

With the Proposed Modifications, the Project will continue to maintain the same pedestrian connections between the Project Sites and proposed parking facilities (including the North, South, and East Lots) and public transportation services as was assumed in the 2019 FEIS.

The assessment of pedestrian conditions in the 2019 FEIS assumed that Sites A and B would be connected by one or more grade-separated connections across Hempstead Turnpike (i.e., bridge or tunnel). With the Proposed Modifications, the sidewalk on the west side of the Belmont Park Road underpass would be improved and widened to approximately 20 feet in width to provide a grade-separated pedestrian connection providing access between the north and south sides of Hempstead Turnpike and would not introduce at-grade crossings of this roadway adjacent to the Project Sites. Thus, the Proposed Modifications would not alter the assumption of at least one grade-separated connection across Hempstead Turnpike presented in the 2019 FEIS.

Similar to the Site B plan analyzed in the 2019 FEIS, with the Proposed Modifications, the retail village will continue to consist of pedestrian boulevards and squares lined with storefronts. However, instead of structured parking being located below the retail village, with the Proposed Modifications, a multi-level parking garage would be constructed on the north side of the retail village; staircases and elevators would be located on the east end and south side of the parking garage; the ground floor lobby on the south side would be connected to the retail village by a sidewalk and crosswalk. Pedestrians would be able to travel between the retail village and Site A by walking through the parking garage or on sidewalks along the south and east sides of the parking garage and using the sidewalk on the west side of the Belmont Park Road underpass. The Proposed Modifications would not affect the commitment of NYAP to construct a pedestrian walkway from the south side of Hempstead Turnpike near the intersection of Wellington Road to the northeast corner of the retail village, running on the south side of the exit ramp to Gate 14, to provide access to bus riders on the N1, N6, and N6X routes operating along Hempstead Turnpike; this sidewalk would continue along the north side of the retail village to the entrance for patrons parking in the multi-level parking garage.

With the Proposed Modifications, the Project will continue to provide shuttles to transport attendees between the North and East Lots and the arena or between the South and East Lots and the retail village during arena events and/or peak shopping periods so that patrons will not have to walk unreasonable distances. During arena events, shuttle service will continue to be provided to transport arena patrons between the new LIRR Elmont Station and Site A; when the arena is not hosting an event, shuttle service will also continue to be provided between the new LIRR Elmont Station and the retail village.

AIR QUALITY

The 2019 FEIS concluded that the Project would not result in any significant adverse air quality impacts. The Proposed Modifications include changes to the parking facility on Site B, the location of the regional bus and shuttle drop off area, the location of the shuttle route on Site B, and the potential use of hydrogen fuel cell engines for shuttles traveling between the South and East lots and Site B (as opposed to use only of electric engines), as discussed above. The Proposed Modifications would not affect the traffic volume traveling to and from the Project Sites and other

directly affected areas;[2] the number of automobiles moving within the Project's surface parking lots on Sites A; and would not affect the nature or frequency of events at the proposed arena.

SITE B PARKING GARAGE

The Proposed Modifications would include the replacement of the proposed parking structure below the retail village with a free standing above-ground parking structure. The proposed above-ground parking structure would be located on the northern portion of Site B, west of the "jughandle," with an orientation parallel to Hempstead Turnpike. It would provide parking on multiple levels (including roof parking) and would be naturally ventilated.

Maximum carbon monoxide (CO) concentrations were determined for the time periods when overall parking usage would be the greatest, considering the hours when the greatest number of vehicles would exit the facility.

Since the Proposed Modifications would not result in changes to traffic volumes entering and leaving the garage, CO emissions would be identical to the garage analyzed for the 2019 FEIS. To determine pollutant levels from each level of the parking facility with the Proposed Modifications, the analysis was based on a correction factor for an elevated point source using the methodology in EPA's *Workbook of Atmospheric Dispersion Estimates, AP-26*. This methodology estimates concentrations by determining the appropriate height correction factor for each level, based on the difference between pedestrian height and the respective parking level elevation. Total ambient levels at each receptor location are then calculated by adding together contributions from each level of the facility and ambient background levels.

The same "near" and "far" receptors analyzed in the 2019 FEIS were evaluated for the proposed garage, placed along the sidewalks at a pedestrian height of 6 feet and at a distance 7 feet and 73 feet, respectively, from the parking garage. The receptor analyzed in the 2019 FEIS to evaluate potential impacts to receptors at the retail village was not included since the proposed above-ground parking structure would be separated from the retail village by a two-way service road and a service yard.

The maximum predicted eight-hour average CO concentrations of the receptors modeled for the parking facility with the Proposed Modifications as compared with the 2019 FEIS is presented in **Table 2**. As shown in the table, the maximum predicted concentrations are less than the parking facility analyzed in the 2019 FEIS, and substantially below the applicable 8-hour CO National Ambient Air Quality Standard of 9 ppm. Therefore, the parking facility with the Proposed Modifications, like the 2019 FEIS, would not result in any significant adverse air quality impacts.

[2] The "other directly affected areas" include the North, South, and East Lots and the locations of the electrical substation and transmission lines, where parking and other improvements are proposed to serve the Project.

Table 2
Maximum Predicted 8-Hour Average
CO Concentrations from the Proposed Parking Garage (ppm)

Receptor	Garage Contribution	On-street Contribution	Background Concentration	Total Concentration
2019 FEIS				
Near side	0.74	-	1.4	2.14
Far side	0.41	0.18	1.4	1.99
Proposed Modifications				
Near side	0.04	-	1.4	1.44
Far side	0.05	0.18	1.4	1.63

Note:
8-hour standard is 9 ppm.

To accommodate the parking structure, the site plan for Site B would also need to be reconfigured. The Proposed Modifications would include shifting the main internal access roadway from the east side of the site (adjacent to the Elmont neighborhood) to the west side of the site (adjacent to the Cross Island Parkway). These changes would not affect air quality at off-site locations since the internal roads would be further away from the residential areas east of the site.

SHUTTLE TRANSPORTATION

The Project includes electric shuttle transportation to the Project Site from the North, South and East Lots, and from the Elmont Station. Electric shuttle vehicles do not have any pollutant emissions; consequently, they were not analyzed in the 2019 FEIS. The Proposed Modifications would allow the shuttle transportation to operate on hydrogen fuel cell technology as well as electric technology. Hydrogen fuel cell vehicles are powered by hydrogen and oxygen. They are zero emission vehicles as the only byproduct produced is water. Therefore, the Proposed Modifications to allow shuttle transportation to operate on hydrogen fuel cell technology would not result in any air quality impacts. Refueling of the shuttle vehicles would occur off-site at an existing facility.

NOISE

The 2019 FEIS found that the operation of the Project would not result in significant adverse noise impacts at the receptors analyzed. The Proposed Modifications include changes to the location of the parking facility on Site B, the location of the regional bus and shuttle drop off area, the location of the shuttle route on Site B, and the potential use of hydrogen fuel cell engines for shuttles traveling between the South and East lots and Site B (as opposed to use only of electric engines), as discussed above. The Proposed Modifications would not affect the volume of traffic traveling to and from the Project Sites and other directly affected areas; the number of automobiles moving within the Project's surface parking lots on Sites A; the nature or frequency of events at the proposed arena; or the details of the proposed electrical substation. The potential noise effects of the Proposed Modifications have been analyzed in this Technical Memorandum using the same methodology presented in Section 13.D of the 2019 FEIS. Specifically, the analysis utilizes the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) to account for buses traveling between the South and East lots and Site B which were previously analyzed as electric shuttle vehicles, and the Federal Transit Administration (FTA) parking garage methodology for the updated project parking garage and regional bus and shuttle drop off area locations. The noise levels from shuttles traveling between the South and East lots and Site B using the TNM was

conservative, since the TNM's noise level predictions assume typical diesel fuel engine buses, which produce substantially more noise than hydrogen fuel cell or electric buses. The changes to the location of the shuttle route on Site B is conservatively not included in the updated analysis because it is farther away from noise receptors than in the previous analysis, which would result in less noise contribution at these receptors.

Using the methodology previously described in the 2019 FEIS, future noise levels as a result of the Project with the Proposed Modifications were calculated at each of the 15 noise receptor sites included in the 2019 FEIS noise analysis. The Proposed Modifications would not affect the predicted future noise levels at receptors 1, 2, 2a, 3, 4, 6, 6a, and 7f. The updated With Action noise levels at the remaining receptors are shown in **Table 3**.

Table 3
Noise Levels in the Future With the Project Modifications (in dBA)

Receptor	Day	Time Period	Existing $L_{eq(1)}$	Project Generated Traffic on Existing Public Roadways $L_{eq(1)}$	Project Generated Parking Lot $L_{eq(1)}$	Project Generated Traffic on Belmont Park Roadways $L_{eq(1)}$	Project Generated Arena $L_{eq(1)}$	Project Generated Substation $L_{eq(1)}$	Build Total $L_{eq(1)}$	Increase
5	Weekday	AM	55.7	44.3	44.0	53.0	48.9	0.0	58.5	2.8
	Weekday	PM	59.1	54.6	50.9	0.0	48.9	0.0	61.6	2.5
	Saturday	MD	55.4	44.0	50.0	0.0	48.9	0.0	58.3	2.9
	Saturday	PM	55.2	50.3	52.3	0.0	48.9	0.0	59.2	4.0
	Saturday	NT	56.0	39.8	52.8	0.0	48.9	0.0	59.0	3.0
6b	Weekday	AM	62.8	46.6	17.8	30.3	42.9	21.2	63.0	0.3
	Weekday	PM	64.7	53.3	31.6	45.0	42.9	21.2	65.2	0.4
	Saturday	MD	63.7	52.3	30.9	44.0	42.9	21.2	64.2	0.5
	Saturday	PM	64.8	53.4	32.0	46.5	42.9	21.2	65.3	0.5
	Saturday	NT	64.3	55.3	32.5	47.1	42.9	21.2	65.0	0.7
7a	Weekday	AM	57.2	0.0	18.6	42.8	44.1	21.2	57.6	0.4
	Weekday	PM	53.6	0.0	37.4	55.6	44.1	21.2	57.9	4.3
	Saturday	MD	55.7	0.0	36.6	54.7	44.1	21.2	58.4	2.7
	Saturday	PM	54.9	0.0	37.7	57.2	44.1	21.2	59.4	4.5
	Saturday	NT	49.5	0.0	38.3	57.8	44.1	21.2	58.6	9.1
7b	Weekday	AM	54.0	0.0	21.0	26.8	41.8	21.2	54.3	0.3
	Weekday	PM	58.4	0.0	29.4	41.1	41.8	21.2	58.5	0.2
	Saturday	MD	52.5	0.0	28.8	40.2	41.8	21.2	52.9	0.6
	Saturday	PM	52.6	0.0	30.0	42.7	41.8	21.2	53.0	0.8
	Saturday	NT	50.3	0.0	30.4	43.2	41.8	21.2	51.0	1.3
7c	Weekday	AM	54.0	0.0	28.9	31.3	40.0	21.2	54.2	0.2
	Weekday	PM	58.4	0.0	30.3	45.9	40.0	21.2	58.7	0.3
	Saturday	MD	52.5	0.0	30.1	45.0	40.0	21.2	53.4	0.9
	Saturday	PM	52.6	0.0	32.1	47.5	40.0	21.2	54.0	1.4
	Saturday	NT	50.3	0.0	31.7	48.0	40.0	21.2	52.6	2.3
7d	Weekday	AM	54.0	0.0	23.7	19.7	36.3	21.2	54.1	0.1
	Weekday	PM	58.4	0.0	25.0	33.8	36.3	21.2	58.4	0.0
	Saturday	MD	52.5	0.0	24.8	32.9	36.3	21.2	52.6	0.2
	Saturday	PM	52.6	0.0	26.8	35.4	36.3	21.2	52.7	0.2
	Saturday	NT	50.3	0.0	26.4	35.9	36.3	21.2	50.5	0.3
7e	Weekday	AM	54.0	0.0	0.0	50.8	40.0	21.2	55.8	1.8
	Weekday	PM	58.4	0.0	30.3	63.2	40.0	21.2	64.5	6.1
	Saturday	MD	52.5	0.0	30.1	62.3	40.0	21.2	62.8	10.3
	Saturday	PM	52.6	0.0	32.1	64.8	40.0	21.2	65.1	12.5
	Saturday	NT	50.3	0.0	31.7	65.3	40.0	21.2	65.4	15.1

At receptors 5, 6b, 7b, 7c, and 7d, the maximum predicted incremental change in noise levels is less than 5 dBA, which represents a perceptible change, but is less than the Village of Floral Park and NYSDEC thresholds for significant noise increases. Consequently, operation of the Project with the Proposed Modifications would not result in a significant adverse noise impact at any of these receptors.

At receptor 7a, which represents dormitory buildings for backstretch workers located on the Belmont Park campus adjacent to the roadway connecting to the East Lot, the predicted noise level increases of approximately 9 dBA during the Saturday night-time period would exceed the NYSDEC 6 dBA noise level increase threshold and would constitute a doubling in perceived loudness. However, the predicted maximum total noise level does not exceed the 65 dBA criteria recommended by NYSDEC for residential use.

At receptor 7e, which also represents dormitory buildings for backstretch workers located on the Belmont Park campus adjacent to the roadway connecting to the East Lot, the predicted noise level increases of approximately 15 dBA during the Saturday night-time period would exceed the NYSDEC 6 dBA noise level increase threshold and would constitute a tripling in perceived loudness. The predicted maximum total noise level of approximately 65 dBA is the maximum level considered acceptable by NYSDEC for residential use.

The increase in noise levels under the Proposed Modifications is a result of shuttle transportation (conservatively assumed as diesel buses) traversing the road between the South and East lots at rates of up to 92 roundtrip buses per hour during maximum capacity arena events. The TNM model used to assess this noise source does not account for the lower noise levels from hydrogen fuel cell or electric mini buses that would be utilized under the Proposed Modifications as opposed to traditional diesel powered full size buses. The alternative energy buses would be expected to produce noise levels approximately 5 to 20 dBA less than the conventional buses that were conservatively modeled. Because the conservative analysis results in maximum predicted noise levels that do not exceed the threshold considered acceptable by NYSDEC for residential use during the peak hours of the worst case arena event, the predicted noise at these receptors would not rise to the level of a significant adverse impact.

Consequently, as was concluded in the 2019 FEIS noise analysis, the Project with the Proposed Modifications would not result in any significant adverse noise impacts.

CLIMATE CHANGE

The 2019 FEIS concluded that the Project's commitment to building energy efficiency, exceeding energy code requirements, would ensure consistency with the decreased energy use goal defined in the *Climate Smart Communities Pledge* as part of the Town's GHG reduction goal. The Proposed Modifications would not affect this commitment. The Applicant continues to seek to achieve certification under the Leadership in Energy and Environmental Design (LEED) for Building Design and Construction rating system, version 4. At a minimum, the Applicant is committed to achieving the prerequisite energy efficiency requirements under LEED and would likely exceed them. The Project with the Proposed Modifications would also continue to support other GHG goals by virtue of its proximity to public transportation, reliance on natural gas, commitment to construction air quality controls, and the fact that as a matter of course, construction in the New York City metropolitan region uses recycled steel and includes cement replacements.

CONSTRUCTION

The 2019 FEIS concluded that the Project's construction activities would result in significant, albeit temporary, adverse transportation and noise impacts. For all other technical areas, construction activities associated with the Project would not result in significant adverse impacts. The overall construction activities under the Proposed Modifications would be similar to those for the Project analyzed in the 2019 FEIS except that approximately 25,000 gsf of retail would be relocated from Site A to Site B and the Site B parking beneath the retail village would be replaced with a free standing above-ground parking structure. The construction means and methods for the retail space to be relocated and the Site B parking garage would be the same as previously analyzed and discussed in the 2019 FEIS. In addition, the anticipated construction duration for the Site B parking garage under the Proposed Modifications is 17 months, which is approximately the same as the duration analyzed for the 2019 FEIS. The construction impact assessment presented in the 2019 FEIS was based on a preliminary construction schedule that assumed overlapping activities at Sites A and Site B. However, following the approval of the 2019 GPP, only construction work on Site A has begun. Therefore, the overall construction intensity at any time during the construction period is expected to be less for the Project with the Proposed Modifications as compared to that analyzed for the Project in the 2019 FEIS since work on Site B has not commenced. Based on the information above, as with the Project analyzed in the 2019 FEIS, construction under the Proposed Modification would not result in significant adverse impacts with respect to air quality, vibration, land use and neighborhood character, socioeconomic conditions, visual resources, open space, historic and cultural resources, natural resources, and hazardous materials.

The 2019 FEIS construction transportation analysis was based on the overall worker and truck trips during the peak quarter of construction of the Project. As discussed above, for the Project with the Proposed Modifications, the overall construction intensity at any time during the construction period is expected to be less since arena work on Site A has begun and is anticipated to be completed in late 2021 while work on Site B has not commenced. With the Proposed Modifications, the parking garage would commence construction in early 2021 and would be operational at the time of the opening of the arena. The retail village and hotel on Site A would commence construction following the opening of the arena. Therefore, the overall worker and truck trips during the peak quarter of construction under the Project with the Proposed Modifications are expected to be less than those analyzed in the 2019 FEIS. Consequently, the potential for significant adverse transportation impacts under the Project with Proposed Modifications would be reduced when compared with those identified in the 2019 FEIS.

The 2019 FEIS construction noise analysis considered the magnitude and duration of noise associated with construction of the worst-case phase of each Project element at surrounding noise receptor locations. Since the means and methods of construction for each construction phase (e.g., excavation, foundation construction, etc.) would be the same as previously analyzed, the maximum level of construction noise at the nearby receptors with the Proposed Modifications would be the same as or less than the level described in the 2019 FEIS. Additionally, duration of construction of each Project element, except for the proposed Site B parking garage, would be less than or the same as those included in the 2019 FEIS construction noise analysis.

As with the Project analyzed in the 2019 FEIS, construction under the Proposed Modifications would be expected to result in elevated noise levels at nearby receptors, and noise due to construction would at times be noticeable and potentially intrusive. At residential locations immediately adjacent to Site B, worst-case construction noise levels would exceed the acceptable

criteria for residential uses provided by NYSDEC, and these residential locations would experience noise level increases greater than 10 dBA primarily from activities on Site B. As a result of the construction noise levels that would occur at these receptors at times during construction of the retail village and/or construction of the proposed Site B parking garage, both sides of Wellington Road between Hempstead Turnpike and 109th Avenue, the west side of Wellington Road between 109th Avenue and Hathaway Avenue, and the north side of Hathaway Avenue west of Wellington Road would have the potential to experience significant adverse construction noise. Under the Proposed Modifications, the combined duration during which potential impacts resulting from worst-case construction activity for the retail village and the Site B parking garage could occur, may exceed the 19-month duration described in the 2019 FEIS analysis. However, as was described in the 2019 FEIS, in addition to the 12-foot noise barrier separating Site B from nearby residences, the Applicant would make additional window/wall noise attenuation available at these receptors as mitigation for the potential construction noise impacts. This mitigation would result in lower interior noise levels at these receptors during the period of potential noise impacts under the Proposed Modifications as well. The applicant has already provided either the measures or the means to implement this mitigation at these receptors.

Consistent with the discussion in the 2019 FEIS, noise from the construction under the Proposed Modifications would not rise to the level of a significant noise impact at any other receptor analyzed.

D. CONCLUSIONS

Based upon the analyses detailed above, this memorandum concludes that the Proposed Modifications would not result in any significant adverse environmental impacts not previously identified and adequately addressed for the Project in the 2019 FEIS. Therefore, no Supplemental Environmental Impact Statement is required in connection with ESD's review and consideration of the Proposed Modifications. ✷