NYS Urban Development Corporation Meeting

37th Floor Conference Room Thursday, 8/8/2019 3:00 - 5:30 PM ET

I. For Consideration

A. Approval of the Minutes of the July 8, 2019 Directors' Meeting 070819 Draft ESD Minutes - Page 2

II. Belmont Park Redevelopment Civic and Land Use Improvement Project

A. Town of Hempstead (Nassau County) – Belmont Park Redevelopment Civic and Land Use Improvement Project

Adoption of Findings Pursuant to the New York State Environmental Quality Review Act ("SEQRA); Findings Pursuant to Section 10 of the New York State Urban Development Corporation Act of 1968, as Amended (the "UDC Act"); Authorization to Affirm the Modified General Project Plan ("GPP"); Authorization to Acquire and Dispose of Real Property and Implement the Project; Authorization to Take All Related Actions

Belmont Park Redevelopment Civic and Land Use Improvement Project - Page 8

Attachments

- 01) Figure A Development Sites Page 40
- 02) SEQRA Findings Statement Page 41
- 03) Belmont Park Affirmed GPP Page 87
- 03) GPP Figure A Development Sites Page 104
- 03) GPP Figure B Site Plan Page 105
- 04) [LINK] Final Environmental Impact Statement Page 106
- 05) [LINK] Fiscal and Economic Benefits of Belmont Park Project, Town of Hempstead, June 2019 Page 107
- 06) Site Conditions Study Belmont Park Racetrack, November 2018 Page 108
- 07) Belmont Park Design Guidelines FINAL Aug 2019 Page 201
- 08) Draft Transportation Management Plan June 2019 Page 264
- 9) Independent Appraisal PatJo 2150 Hempstead Tpke Elmont Page 391
- 9) Independent Appraisal Weitzman Belmont Park Report Page 394

NEW YORK STATE URBAN DEVELOPMENT CORPORATION

d/b/a Empire State Development Meeting of the Directors New York City Regional Office 633 Third Avenue 37th Floor Conference Room New York, New York 10017

July 8, 2019

MINUTES

In Attendance Directors:

Kevin Younis, Acting Chair - Designee - Commissioner of New

York State Department of Economic Development

Robert Dyson

Hilda Rosario Escher

Eric Gertler Cesar Perales

Wendy Erdly - Designee - Superintendent of the

Department of Financial Services

Present for ESD:

Douglas Bressette, Treasurer

Destiny Burns, Senior Director – Community Relations

Terence Cho, Assistant Director – Real Estate

Mariel Cohn, Assistant Counsel

Thomas Conoscenti, Vice President – Real Estate Development Richard Dorado, Senor Counsel, Special Projects – Transportation Elizabeth Fine, Executive Vice President – Legal and General

Counsel, ESD

Elaine A. Kloss, Chief Financial Officer Benson Martin, Director of Compliance

Richard Newman, Executive Vice President & Chief of Staff

Debbie Royce, Corporate Secretary

Rachel Shatz, Vice President – Planning and Environmental Review

Regina Stephens, Paralegal - Special Projects Assistant

Jonathan Sterne, Press Secretary – New York City

Valerie D. White, Executive Vice President and Executive Director – Division of Minority and Women's Business Development

Also Present:

The Press
The Public

The meeting of the Directors of the New York State Urban Development Corporation ("UDC") d/b/a Empire State Development ("ESD" or the "Corporation") was called to order at 3:00 p.m. by Acting Chair Younis. It was noted for the record that the time and place of the meeting had been given in compliance with the New York State Open Meetings Law.

Next, the Acting Chair set forth the guidelines regarding comments by the public on matters on the Agenda as well as with regard to any conflicts of interest the Directors may have regarding items on the Agenda.

Acting Chair Younis noted the Directors were being asked to approve the Belmont Park
Redevelopment Civic and Land Use Improvement Project's Final Environmental Impact
Statement as complete for publication.

Acting Chair Younis then asked the Directors if anyone had any potential conflict of interest with respect to the item on the Agenda and if so, asked that they make an appropriate disclosure on the record and recuse themselves from any discussion or vote on the item.

Hearing none, the Acting Chair called Tom Conoscenti to present an update regarding the Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Project") before he would introduce Rachel Shatz who would present the project item relating to the Final Environmental Impact Statement.

Mr. Conoscenti began his overall update of the project with a PowerPoint presentation.

Mr. Conoscenti explained that the \$1.26 billion Project would be built on 3 acres of property at Belmont Park, primarily on surface parking lots that are used once a year for the Belmont Stakes and are otherwise used to store vehicles from car dealerships.

Mr. Conoscenti noted that the Project was comprised of an 18,000 seat arena for the New York Islanders Hockey Team with 19,000 seats for concerts and other events; a hotel with up to 250 rooms; 35,000 square feet of a retail space component; 30,000 square feet of office space; 10,000 square feet of community space; and parking. He advised per the General Project Plan gaming, such as video lottery terminals and casino games, are prohibited.

Mr. Conoscenti further noted that there is a requirement for 30 percent minority and women-owned business contracting and a requirement for 6 percent service-disabled, veteranowned business contracting for this project.

Mr. Conoscenti added that the Project is expected to generate 10,000 construction jobs and create over 3,000 permanent jobs.

Mr. Conoscenti noted that public hearings were held in four sessions over three days between January 8, 2019 and January 10, 2019 where nearly 200 presentations were made by the public with several members of the public having an opportunity to speak multiple times.

Mr. Conoscenti noted that following those hearings, ESD accepted written comments on the General Project Plan and the Draft Environmental Impact Statement until March 1, 2019.

Mr. Conoscenti noted that most of the comments received related to transportation, and the second largest set of comments related to the project itself, including its overall size, the impact on the quality of life for nearby residents and questions about the projects economic impact on the community.

Mr. Conoscenti noted that after receiving feedback from the Community Advisory

Committee and Elmont residents neighboring the southern portion of the Project site, the

developer agreed to several changes in response to their comments and as announced, a new

full-time, main line Long Island Railroad Elmont Station has been added as mitigation for traffic concerns.

Mr. Conoscenti then introduced Rachel Shatz who asked the Directors to accept and approve the Final Environmental Impact Statement ("FEIS") for the Project, as complete with respect to its scope, content and adequacy and to authorize its publication, filing and circulation in accordance with applicable law.

Ms. Shatz reiterated that the Directors were being asked to determine that the FEIS is complete, adequately assesses the environmental impacts of the proposed project and otherwise meets the requirements of the State Environmental Quality Review Act ("SEQRA"),

and is proper in form for distribution to the public.

Ms. Shatz noted that before the FEIS can be filed and distributed, it must be determined to be complete by ESD as the lead agency for the project, which is the only action being requested today.

Ms. Shatz also noted that it is anticipated the Directors will be asked to adopt SEQRA findings, authorize the General Project Plan and take all other related actions necessary to effectuate the Project later this month.

Following the full presentation, the Acting Chair noted that there were members of the public present who wished to provide comments. He reminded them to adhere to the time allowed for each speaker in order to afford as many people as possible the opportunity to speak.

Ms. Destiny Burns began calling the members of the public in groups of five to proceed to the podium to provide their comments.

It is noted that there were 52 speakers, some providing comments as individuals and others representing a particular group or organization.

Following the provisions of all of the public comments, the Acting Chair thanked everyone for taking the time to join the meeting and providing comments. He then called for

any further questions from the Directors or comments from the public. Hearing none, and upon motion duly made and seconded, the following resolution was unanimously adopted:

Town of Hempstead (Nassau County) – Belmont Park Redevelopment Civic and Land Use Improvement Project – Authorization to Accept and Approve the Final Environmental Impact Statement ("FEIS"); Authorization to Publish, File and Circulate the FEIS

RESOLVED, that, in connection with the Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Project") and on the basis of the materials submitted prior to and during this meeting, the Corporation hereby determines that the Final Environmental Impact Statement ("FEIS") is complete with respect to scope, content and adequacy, adequately assesses the environmental impacts of the Project, and otherwise meets the requirements of the New York State Environmental Quality Review Act and is in proper form for publication, filing and circulation to the public; and be it further

RESOLVED, that the Chairman and Chief Executive Officer or his designee, and each of the same, hereby is authorized to publish, file and circulate the FEIS and to take any and all such other action as may be deemed necessary or appropriate in connection with the distribution of the FEIS; and be it further

RESOLVED, that the Chairman and Chief Executive Officer or his designee(s) be, and each of them hereby is, authorized in the name and on behalf of the Corporation to execute and deliver all documents and to take all such further actions as may be considered necessary or appropriate to effectuate the foregoing resolutions; and be it further

RESOLVED, that any and all acts performed by any officers of the Corporation prior to the date of these resolutions in furtherance of these resolutions, are hereby ratified, adopted, confirmed and approved in all respects.

* * *

There being no further business, the meeting was adjourned at 6:01 p.m.

Respectfully submitted,

Debbie Royce Corporate Secretary



FOR CONSIDERATION

August 8, 2019

TO: The Directors

FROM: Howard A. Zemsky

SUBJECT: Town of Hempstead (Nassau County) – Belmont Park Redevelopment

Civic and Land Use Improvement Project

REQUEST FOR: Adoption of Findings Pursuant to the New York State Environmental

Quality Review Act ("SEQRA); Findings Pursuant to Section 10 of the New York State Urban Development Corporation Act of 1968, as Amended (the "UDC Act"); Authorization to Affirm the Modified General Project Plan ("GPP"); Authorization to Acquire and Dispose of Real Property and

Implement the Project; Authorization to Take All Related Actions

I. Project Summary

Developer: New York Belmont Partners, LLC ("NYBP" f/k/a New York Belmont

Development Partners), an affiliate of New York Arena Partners

("NYAP"; NYAP and NYBP, and its affiliates and sublessees,

collectively the "Developer") and operating for coventurers Scott

Malkin Group, Sterling Equities, and Oak View Group.

Developer Contact: Richard Browne

Sterling Project Development

4 World Trade Center New York, NY 10007

rbrowne@sterlingprojectdevelopment.com

212-485-4449

ESD Investment: Developer will net ground lease the Project Site (defined below)

from New York State Urban Development Corporation d/b/a Empire State Development ("ESD" or the "Corporation") and shall pay to ESD Base Rent aggregating \$50 million and Annual Rent aggregating approximately \$67 million. Base Rent will be paid in three installments: on the closing date, \$20 million; on the first anniversary of the closing date, \$20 million; and sixteen months after closing, \$10 million. Annual rent, of approximately \$2.24 million per annum will be paid over 30 years, beginning on the day before the first anniversary of the date of substantial

Empire State Development 633 Third Avenue, New York, NY 10017 (212) 803-3100 | www.esd.ny.gov completion and commencement of eastbound and westbound service at the new Elmont Station (described below) on the Main Line of the Long Island Rail Road ("LIRR"), and may be prepaid. ESD will use the second Base Rent payment to pay for infrastructure improvements related to the ESD-owned Project Site that the Developer will make. It is expected that promptly after receipt of the other Base Rent and Annual Rent payments, ESD will transfer such payments to the State of New York (the "State") for funding the design and construction the new Elmont Station and track improvements for the Belmont Park Station.

Project Location:

2150 Hempstead Turnpike Elmont, NY 11003

Project (the "Project"):

The Project is the construction, in the unincorporated hamlet of Elmont in the Town of Hempstead ("Town") in Nassau County ("County"), of a major commercial and civic development in an approximately 43-acre area in the southwestern portion of the currently State-owned Belmont Park Racetrack. That area (the "Project Site") is bisected by Hempstead Turnpike, and generally bounded by Belmont Park Racetrack to the north, Cross Island Parkway to the west, Belmont Park Racetrack, Huntley Road and Wellington Road to the east, and Cross Island Parkway Exit 26A exit ramp and Hathaway Avenue to the south. The Project Site consists of two development parcels: the approximately 15 acre "Site A", north of Hempstead Turnpike, and the approximately 28 acre "Site B", south of Hempstead Turnpike, collectively the "Development Sites".

The Project Site is currently part of the State-owned Belmont Park Racetrack property. The State acts through the Franchise Oversight Board ("FOB"), and the New York State Office of General Services ("OGS") acts for FOB in administration of that property. The property is ground leased to The New York Racing Association, Inc. ("NYRA"), the franchisee for the property's thoroughbred horse racing and pari-mutuel wagering. That ground lease and other agreements between FOB and NYRA contemplate disposition of the Development Sites to a third-party for the redevelopment. In furtherance of such contemplated redevelopment, FOB will terminate the ground lease for the Development Sites, and thereafter, for nominal consideration the State will convey to ESD fee title to these sites. ESD will then net ground lease the Development Sites to the Developer for

redevelopment pursuant to one or more direct leases. Promptly after expiration or earlier termination of the direct leases, it is expected that the portion of the Development Site with respect to such lease will revert to State ownership.

The Project will redevelop the Project Site with:

- (i) on Site A,
 - a. an up to approximately 19,000 seat arena, of approximately 745,000 square feet ("sf") with approximately 40 parking spaces, for entertainment, recreational, cultural and community uses, including as the home arena for the New York Islanders (the "Islanders"), a National Hockey League ("NHL") franchise (the "Arena Component"),
 - other adjacent structures and spaces, including up to approximately 35,000 sf for experiential retail, dining, and entertainment uses, a structure with up to approximately 30,000 sf commercial space, and approximately 2.0 acres of landscaped plaza (the forgoing collectively the "Site A Retail/Office Component"), and
 - a hotel of up to approximately 210,000 sf with up to 250 keys, approximately 400 structured parking spaces, and dining and other amenities (the "Hotel Component");
- (ii) on Site B, up to approximately 315,000 sf of destination retail uses with up to approximately 1,500 parking spaces located in a structure beneath the Site B retail development and approximately 3.75 acres of passive open space including an 8-foot-high landscaped berm along the eastern perimeter of Site B, with dense landscaping and a contiguous 8-foot high evergreen tree line along the top of the berm that will serve to buffer the Site B development from the adjacent residential neighborhood (the foregoing collectively the "Retail Village Component"); and
- (iii) one or more grade-separated connections for pedestrians and vehicles above or below Hempstead Turnpike, providing access between Sites A and B (the Grade Separated Connections").

The Arena Component, the Site A Retail/Office Component, the Hotel Component, and the Retail Village Component are sometimes referred to collectively as the "Project Components" and individually as a "Project Component".

In addition to the parking located on the Project Site, the Project would utilize approximately 6,014 parking spaces on adjacent Belmont Park Racetrack property, located in that property's "North Lot", "South Lot", and "East Lot" (shown for illustrative purposes in Figure A) through a parking agreement among the Developer, FOB, and NYRA that will, among other things, provide for the shared use and revenue, improvement, and maintenance of those parking areas.

The Project will also include requirements that the Developer:

- a. fund, construct, operate and maintain community space aggregating approximately 10,000 sf that will offer various community-oriented programming options (e.g., educational and career development services (the "Communities Facilities Space");
- to improve or renovate the offsite Elmont Road Park and the Hendrickson Avenue Park, Elmont community parks located in the Town, based on coordination with local officials and community stakeholders; and
- c. install in the North Lot along the eastern perimeter (i) a new replacement fence (between 8 and 12 feet in height) with privacy screening with a parallel dense evergreen hedgerow (at least 8 feet in height) along the northeastern boundary of the North Lot that will shield the Floral Park Bellerose School recreation space from parking activities in the North Lot and (ii) additional fencing with privacy screening along Belmont Park Road, from approximately Crocus Avenue to Mayfair Avenue.

Project Site prohibited uses include video lottery terminals ("VLTs"), casino or gambling table games, pari-mutuel wagering, simulcast wagering, casinos, and horseracing.

During the day of the running of the Belmont Stakes and if hosted by Belmont Park Racetrack, the two days of the running of the Breeders' Cup World Championships, no Arena Component events may be held, other than events that compliment and support the Belmont Stakes or the Breeders Cup World Championship. Such events must not materially reduce parking available for those days.

In addition to the Project, there are activities that will be taken in support of the Project in other affected areas which include:

- a. a new full-service LIRR Elmont Station that would be added to the LIRR Main Line adjacent to the North Lot that will provide regular direct train service to/from points east and west and regular train service to the local community, with a pedestrian overpass, vehicle access, at least 150 parking spaces for community commuters in the North Lot, and pedestrian access from Bellerose Terrace;
- improvements to train service and equipment at the LIRR
 Belmont Park Station, including upgrades to track switches
 and signaling, and augmented train service through the
 provision by LIRR of two trains (each way) operating from the
 Main Line's Jamaica Station for each Arena Component event;
- new Nassau Inter County Express (NICE) bus pull-outs, and shelters on both sides of Hempstead Turnpike that would serve the Development Sites and be provided by the Developer; and
- d. construction of a new electrical substation by Long Island Power Authority and operated by the Public Service Enterprise Group Long Island ("PSEG") adjacent to the Cross Island Parkway Exit 26D ramps, pursuant to an easement granted by FOB, totaling approximately 42,000 square feet (and installation by PSEG of conduits connecting the new substation to the Project Site).

Project Type: Civic and Land Use Improvement Project

Regional Council: The Regional Council has been made aware of the Project.

Anticipated Completion

Date: 2021

Employment: Project Construction – approximately 10,000 jobs

Permanent – approximately 3,000 jobs upon completion

In addition to the jobs created by the Project, there are significant economic benefits. The construction of the Project is expected to result in \$2.7 billion in economic activity as described in the *Fiscal and Economic Benefits of Belmont Park Civic and Land Use Improvement Project, Town of Hempstead,* June 2019 (attached to these materials). On an annual basis, the Project is expected to generate over \$850 million in economic output. In terms of fiscal benefits, the Project is expected to yield \$44 million in annual fiscal revenue to the County, the Town, the State and the MTA. Lastly, the payments in lieu of taxes for the Project, which would go to local school districts, fire districts and the County, are expected to increase over the term of the lease to more than \$270 million.

Project Team: Community Engagement: Francisco Polanco

Marion Philips

Environmental: Rachel Shatz Legal: Mariel Cohn

Richard Dorado

Real Estate: Terence Cho

Thomas Conoscenti

Holly Leicht
Philip Maguire

II. <u>Estimated Project Costs and Financing Sources</u>

The Project will be privately financed with funds totaling approximately \$1.3 billion from the following sources, directed to the uses below:

Sources	\$MM	%	Uses	\$MM	%
Construction Loan	\$660	69%	Arena Hard Costs+ contingemcy	\$749	78%
Equity	\$295	31%	Design and Engineering Fees	\$34	4%
			Consulting, Legal, and Administrative	\$44	5%
Total	\$955	100%	Permits/Testing/Fees	\$16	2%
% of All Sources		74%	Payments to ESD	\$50	5%
			Financing and insurance	\$62	6%
			Total	\$955	100%
Retail Village Sources an					
	d Uses \$MM	%	Uses	\$MM	%
Sources		% 67%	Uses Hard cost	\$MM \$169	% 75%
Sources Construction Loan	\$MM				
Retail Village Sources an Sources Construction Loan Equity	\$MM \$152	67%	Hard cost	\$169	75%
Sources Construction Loan	\$MM \$152	67%	Hard cost Tenant Improvements	\$169 \$18	75% 8%
Sources Construction Loan Equity	\$MM \$152 \$73	67% 33%	Hard cost Tenant Improvements Soft cost	\$169 \$18 \$17	75% 8% 7%

Hotel Sources and	Uses
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Sources	\$MM	%	Uses	\$MM	%
Construction Loan	\$77	65%	Hard cost	\$95	80%
Equity	\$42	35%	Soft cost	\$13	11%
			Financing costs (Interest Reserve and Fees)	\$7	6%
Total	\$119	100%	Pre-Opening and Reserves	\$4	3%
% of All Sources		9%			
			Total	\$119	100%

III. Background

One of the country's preeminent thoroughbred horseracing facilities, Belmont Park Racetrack began active use in 1905. It hosts the annual Belmont Stakes, the final race of the thoroughbred horseracing's Triple Crown, as part of its Spring Meet racing season that runs from the end of April through mid-July. The track has also hosted the annual Breeders' Cup World Championships, a series of races for a championship in each of four thoroughbred divisions, that is held each fall at a premier North American racetrack. The Fall Meet racing season runs from early September through October. In addition, Belmont Park Racetrack is used year-round as a thoroughbred horse boarding and training facility, with stables for equine-athletes and residential accommodations for racing-related employees. The Grandstand portion of the racetrack facility, one of the largest in thoroughbred racing, was redeveloped between 1964 and 1968 and has a seating capacity of 33,000 with a total capacity for 100,000 attendees. The Belmont Stakes, the facility's premier racing event, typically attracts between 60,000 to 100,000 visitors; however, average daily attendance is approximately 3,000 visitors during the Spring and Fall Meets with a few races also attracting a larger than average daily attendance of approximately 10,000 to 17,000 visitors. Average daily attendance has been in decline since its peak of approximately 27,000 in

1970. This decrease in attendance contributed to the deterioration and underutilization of the Development Sites. As a result of the sharp decrease in attendance and other factors, the former operator of Belmont Park Racetrack (the New York Racing Association as it was then constituted) filed for bankruptcy in 2006. Since that time, the State has sought to formulate strategies to redevelop the Development Sites and enhance economic development opportunities on those parcels.

Belmont Park Racetrack is the largest single land use within Elmont and the gateway into Nassau County from the central portion of the New York City Borough of Queens. The portion of Hempstead Turnpike adjacent to Belmont Park Racetrack property is characterized as densely developed with commercial retail uses on the road's south side set back approximately 100 to 200 feet from the roadway, with residential uses behind the commercial retail development. Intermittent vegetation and street trees line the north side of Hempstead Turnpike along the Belmont Park Racetrack property. The Project Site's 43 acres represent about ten percent of the current total land area of the Belmont Park Racetrack property.

Prior Board Actions

On December 21, 2017, the Directors conditionally designated NYAP as the developer of the Project subject to all public approval processes as required by law, including but not limited to further review and approval by the ESD Directors. The Conditional Designation was based on a procurement undertaken by the Corporation in the second half of 2017. NYBP, an affiliate of NYAP, will be the master ground lessee of the Development Sites. NYBP is expected to sublease to one or more entities each of the Project's Components (e.g., sublease to NYAP the Arena Component). On December 6, 2018, the Directors: adopted findings pursuant to Section 10 of the UDC Act; adopted for public comment a draft General Project Plan; and accepted the Draft Environmental Impact Statement ("DEIS") prepared pursuant to SEQRA as adequate with respect to its scope and content for publication and public comment. At their July 8, 2019 meeting, the ESD Directors accepted as complete the Final Environmental Impact Statement ("FEIS"). After that meeting, ESD staff identified two clerical errors in the published FEIS (a copy of the January 2019 public hearing transcript was inadvertently omitted from Appendix L and figure 6-70 in Chapter 6 was not the most up to date version available) that have since been corrected. On July 22, 2019 ESD issued a new notice of completion with the corrected FEIS.

IV. <u>Essential Terms of the Transaction</u>

Below is a summary of the essential terms of the transaction.

Site Acquisition

The Project Site is part of the Belmont Park Racetrack property. The State acting by and through FOB currently holds fee title to the Project Site and ground leases the Belmont Park Racetrack to NYRA. Pursuant to the ground lease and other agreements between NYRA and

FOB, NYRA will surrender its leasehold with respect to the Project Site, and FOB will terminate the ground lease with respect to the Project Site and sever the Project Site from the Belmont Racetrack Property. For nominal consideration, the State will convey to ESD, for the Project, fee title to the Project Site. At the Project lease closing, NYRA will receive \$2.5 million for an approximately seven-acre parcel incorporated into Site A.

Lease Structure

ESD and NYBP will implement a net lease structure consisting of a single master ground lease (the "Master Lease"), between ESD, as the fee owner of the Project Site and as the lessor under the Master Lease, and NYBP as the lessee thereunder. The initial term of the lease is 49 years with one possible 50-year renewal term for an aggregate lease term of 99 years. Pursuant to the Master Lease, NYBP will pay to ESD Base Rent aggregating \$50 million and Annual Rent aggregating approximately \$67 million that may be prepaid. Base Rent will be paid in three installments: on the closing date, \$20 million; on the first anniversary of the closing date, \$20 million; and sixteen months after the closing date, \$10 million. Annual Rent of approximately \$2.24 million per annum will be paid over a period of approximately thirty years, beginning on the day before the first anniversary of the date of commencement substantial completion (including eastbound and westbound service) of the new full-time Elmont Station on the LIRR Main Line. ESD will use the second Base Rent payment to pay for Project related infrastructure improvements that the Master Lessee will cause to be made. It is expected that ESD will transfer to the State, for its funding of the design and construction the new Elmont Station, the other Base Rent payments and the Annual Rent payments.

The Project property will be leased for more than its appraised fair market value as determined by two separate independent appraisals. A copy of the executive summary of each appraisal is attached to these materials. Each of the appraisals will be included in the record of this transaction.

It is expected that there will be several subleases under the Master Lease (each, a "Sublease", and collectively the "Subleases"), with respect to one or more of the Project Components. The form of the Arena Component sublease is expected to be set out in the Master Lease and each Sublease is expected to be on substantially similar terms to the Arena Component sublease (except for the economic terms and matters specific to the uses and operation of each sub-leasehold premises). One or more newly-formed private entities (expected to be NYBP affiliates) will enter into each Sublease. Upon achieving Substantial Completion (as defined below) of each Project Component, and satisfaction of other requirements, it is expected that Project Component's Sublease premises will be severed from the Master Lease premises and become a direct net ground lease (each a "Direct Lease") from ESD. "Substantial Completion" shall mean that the temporary certificate of occupancy or completion issued by the permitting authority for the Building Code (as defined below) has been obtained for the Project Component. Three years after the Master Lease closing date, interests in the Master Lease, each Sublease, and each Direct Lease shall be transferable, directly or indirectly, subject only to compliance with typical ESD

"Prohibited Person" standards and the prior approval of ESD (not to be unreasonably withheld) regarding the ability of the transferee to successfully conduct and sustain the use contemplated by the lease, and the ability of the transferee and its guarantors, to pay all amounts (including, without limiting the foregoing, Annual Rent and PILOT, as defined below) due pursuant to such lease.

The Master Lease, each Sublease and each Direct Lease will include covenants to comply with and perform the covenants and obligations set forth in the Memorandum of Environmental Commitments ("MEC"), including those with respect to the Traffic Management Plan. The Master Lease and each Sublease and Direct Lease shall provide that the MEC and the commitments set forth herein shall run with the land as to each respective Project Component parcel separately and shall be binding upon the Master Lessee, each sublessee under a Sublease and each lessee under a Direct Lease and their respective successors and assigns for the period of time any such person or entity holds a property interest in the Project Site or until such earlier time as the relevant obligation is satisfied or fully discharged. The Master Lease and each Sublease and Direct Lease will provide that, subject to applicable notice and cure provisions, any material default with respect to the MEC would constitute an event of default and would be subject to appropriate remedies.

Labor Peace

With respect to the Hotel Component, the transaction documents will require that the Master Lessee, the sublessee under the Sublease and the lessee under the Direct Lessee or Hotel Component operator demonstrate compliance with § 2879-b of the Public Authorities Law regarding labor peace.

Public Park Improvements

The Master Lessee shall be responsible to complete improvements to Elmont Road Park and Hendrickson Avenue Park in the Elmont community near the Project Site, regardless of whether any of the Project Components are substantially completed. The improvements will be based on coordination with local officials and community stakeholders. The Master Lessee and NYAP will be responsible for the cost of all aspects (e.g., all costs of planning, design, insurance, approvals and inspections, and construction) of the improvements to these parks. The Developer and the Town of Hempstead will enter into an agreement regarding these improvements.

PILOT

Notwithstanding the fact that the Project Site is exempt from real estate taxes due to its fee ownership by ESD, the lessee of each Project Component shall pay to ESD, as supplemental rent, PILOT. PILOT shall mean:

a. from the date of closing of the Master Lease until Substantial Completion of the Arena Component, estimated to be approximately \$479,000 per annum

- b. in the case of the Arena Component, a per event fee of (i) \$10,000 per full event as defined as more than 5,000 attendees or (ii) \$5,000 per half-event as defined as 5,000 or fewer attendees (such amount to be paid in addition to any entertainment tax imposed by the County on events held within the County). The Developer guarantees a minimum annual PILOT payment of \$1,000,000 with annual escalations;
- c. in the case of the Hotel Component, an amount equivalent to the actual real estate taxes that would be ordinarily payable on the Hotel Component property and improvements subject to a twenty-year abatement period (commencing upon Substantial Completion Hotel Component) on the improvements phased in on a straight line basis with fixed per annum rate increases to reach full tax equivalency and subject to subsequent assessments and special assessments;
- d. in the case of the Retail Village Component, an amount equivalent to the actual real estate taxes that would be ordinarily payable on the Retail Village Component property and improvements subject to a fifteen year abatement period (commencing upon Substantial Completion Retail Village Component) on the improvements phased in on a straight line basis with fixed per annum rate increases to reach full tax equivalency and subject to subsequent assessments and special assessments; and
- e. in the case of the Site A Retail Component and any other Project parcel an amount equivalent to the actual real estate taxes that would be ordinarily payable on the property and improvements subject to a ten year abatement period on the improvements phased in on a straight line basis with fixed per annum rate increases to reach full tax equivalency and subject to subsequent assessments and special assessments.

ESD will cooperate in a sales tax exemption with respect to building materials, fixtures and items related to the initial construction occurring on the Development Sites and mortgage recording tax exemption for the initial financing for each Project Component.

The tenant under the Master Lease, and each respective Sublease or Direct Lease is expected to fund a reserve or another arrangement for, among other things, essential capital repairs and replacement of worn out or obsolete fixtures and equipment so that at the end of the applicable lease term (i) each facility on the leasehold premises is suitable for continued operation for its intended use or (ii) the leasehold premise is cleared of all improvements and returned to a raw graded condition.

Local Employment

The Master Lease and each Sublease and Direct Lease will provide that the tenant thereunder shall make good faith efforts to achieve a local hiring goal of 30% of the permanent jobs on each respective leasehold premises (excluding jobs with Arena Component's subtenants and licensees). Only employees that reside within the zip code areas within a four-mile radius of the Project Site will be counted in determining the

achievement of the goal. As part of its good faith efforts, each respective tenant will commit to work with the local elected officials and the Project's Community Advisory Committee to promote the marketing in the community of job opportunities on its leasehold premises, including holding regular job fairs, providing internships, and working with local workforce training organizations to prepare local residents for job opportunities within the Project. Each tenant will be required to maintain records of its own local hiring, including local hiring efforts and the names, addresses and periods of employment of all local employees, and to require its subtenants (other than Arena Component subtenants and licensees) to participate in and support those efforts, and to maintain such records and provide them to the tenant. ESD will have the right to inspect those records and to otherwise monitor tenant's local hiring efforts.

V. <u>Project Schedule</u>

The Project is anticipated to open in 2021.

VI. Cooperation with Municipalities

Throughout the planning and development of the Project, ESD has (i) worked closely, consulted or cooperated with local elected officials and community leaders, (ii) given primary consideration to the local needs and desires, (iii) fostered local initiative and participation in connection with the planning and development of the Project, and (iv) considered local and regional goals and policies as expressed in local comprehensive land use plans and regional plans. In the planning and development process, ESD conducted or participated in: 11 public meetings held in the Town of Hempstead and the Borough of Queens, 21 Community Advisory Committee and elected official meetings, and 28 stakeholder tours and smaller community meetings. In addition, ESD staff has engaged in ongoing communications with elected officials, the staff of local, State and federal agencies, community groups, and those who provide public, transportation and utility services to the community. Below is a summary of these efforts and how they have shaped the Project.

Community Advisory Committee

In February of 2018, pursuant to UDC Act Section 4(7), ESD established for the Project a Community Advisory Committee (the "CAC"), an advisory body with 15 community members appointed by local elected officials and ESD. The CAC advises ESD on local needs and desires and the planning and development of the Project and facilitates communication and engagement among stakeholders and ESD.

The CAC members include: Danilo Archbold, community resident; Evan Babbs, Tudor Manor Civic Association; Edu Hermlyn, community resident; Leonard Hookum, community resident; Jon Johnson, local youth mentor and coach; Dave Kapell, Kapell Real Estate, Inc.; Mattson Kokura, community resident; Cheryl Lee, community resident; Dominick Longobardi, Mayor of the Village of Floral Park; Mark McMillan, Member, Community Board 13 (Queens); Geoffrey

Prime, Mayor of South Floral Park; Sandra Smith, Elmont Coalition for Sustainable Development; Joyce Stowe, Tudor Manor Civic Association; and David Viana, Office of the Nassau County Executive. Thus far the CAC has met on seven occasions:

- 1. February 7, 2018, in Valley Stream at 502 Central Ave Valley Stream, NY 11580
- 2. February 26, 2018, in Elmont at United Pentecostal Church of Elmont, 1489 Hempstead Turnpike, Elmont, NY 11003;
- 3. April 23, 2018, in Elmont at the Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, NY 11003;
- 4. August 28, 2018, in Elmont at Martin De Porres Academy, 621 Elmont Road, Elmont, NY;
- 5. December 5, 2019 in Elmont at the Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, NY 11003;
- 6. March 14, 2019, in Elmont at the Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, NY 11003; and
- 7. July 10, 2019, in Elmont at the Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, NY 11003.

In addition to the CAC meetings: On April 24, 2018, there was a public meeting at the Elmont Memorial Library that was attended by ESD and some CAC members and on April 6, 2019 ESD hosted an Elmont community workshop to hear community comments regarding improvements to the local public parks.

These meetings provided a forum for residents, community leaders, elected officials, and other stakeholders to: be briefed on the planning of the Project; express local needs, desires, and concerns; have opportunities for local initiative and participation in the planning and development of the Project; advise and inform ESD on planning and development of the Project; and otherwise discuss proposed elements of the Project. It was the CAC's initiative that led to the relocation off-site of the Project's open space recreation improvements. Based on that initiative and further discussion with local elected officials, ESD modified the Project's scope to remove the open space recreation improvements from the Project Site and to require that the Developer improve Elmont Road Park and Hendrickson Avenue Park, existing public parks in the Elmont community.

DEIS Scoping Public Hearing and Comment Period

On February 27, 2018, ESD issued the draft scope of work for the Project's DEIS and published a notice of a public meeting to receive comments on the document. That meeting was convened on March 22, 2018, and consisted of two sessions, 3:30 p.m. to 5:30 p.m. and 6:30 p.m. to 9:30 p.m., at the Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, New York. ESD accepted digital and written public comment on the draft scope of work until April 12, 2018. (The original end date for the public comment period was April 6, 2018, but at the community's request, ESD extended the comment period to April 12, 2018.) At the hearing, 58 participants testified, and an additional 75 written comments were received by the close of the comment period. In modifying the draft scope, ESD considered all testimony and comments.

In response to the community feedback received before and during the public comment period on the draft scope of work for the DEIS, ESD: (i) reduced the Hotel Component's height from 250 feet to a maximum of 150 feet; (ii) caused the relocation of the Project's electrical substation, which PSEG had planned to construct in the North Lot next to the Floral Park-Bellerose School, to a site approximately 1,000 feet away, proximate only to the Cross Island Parkway; and (iii) as discussed above, removed the public open space recreation improvements from the Project Site and will require the Developer to improve an existing Elmont public parks, Elmont Road Park, (subsequent to the DEIS scoping process and based on initiative and participation of local elected officials in connection with the planning and development of the Project, the Developer will also be required to improve another existing Elmont public park, Hendrickson Avenue Park, as mentioned in the preceding section).

On August 29, 2018, ESD issued the modified final scope of work for the DEIS. Following release of the final scope of work, ESD commenced preparation of the DEIS and the draft GPP. As summarized below, ESD continued to work closely, consult and cooperate with local elected officials and community groups and their leaders to foster local initiative and participation in the planning and development of the Project. ESD also carefully considered local and regional goals and policies as expressed in local and regional comprehensive land use plans (as discussed below).

Consultation and Cooperation with Elected Officials

Over the course of the planning and development of the Project, ESD has consulted with numerous local elected officials, including:

- United States Congress Member Gregory Meeks
- New York State Senators Leroy Comrie, Todd Kaminsky, Anna Kaplan, and Elaine Phillips;
- New York State Assembly Members Michaelle Solages and Clyde Vanel;
- Nassau County Executive Laura Curran;
- Nassau County Legislator Carrié Solages;
- Town of Hempstead Supervisor Laura Gillen;
- Town of Hempstead Council Members Bruce Blakeman and Thomas E. Muscarella
- Village of Floral Park Mayor Dominick Longobardi;
- Village of Floral Park Trustees Kevin Fitzgerald, Lynn Pombonyo, Archie Cheng, and Frank Chiara;
- Village of Bellerose Mayor Henry Schreiber;
- Village of Bellerose Trustees Joseph Juliano and Daniel Driscoll;
- Village of South Floral Park Mayor Geoffrey Prime;
- Village of South Floral Park Trustee Elton McCabe;
- Queens Borough President Melinda Katz;
- New York City Council Member Barry Grodenchik;
- Community Board 13 Chairperson Clive Williams and District Manager Mark McMillan.

Consultation and Cooperation with Community Groups

ESD has consulted with the following community groups and their leaders in the planning and development of the Project:

- Bellerose Commonwealth Civic Association,
- Belmont Park Community Coalition,
- Cambria Heights Civic Association,
- Elmont Cardinals,
- Elmont Chamber of Commerce,
- Elmont High School Students,
- Elmont Residents,
- Elmont Parent Teachers Students Association,
- Emmanuel Baptist Church,
- Floral Park Belmont Task Force,
- Floral Park Chamber of Commerce,
- Floral Park-Bellerose School,
- Friends of Elmont,
- Jamaica Square Civic Association,
- Men of Elmont,
- Muscle Moms,
- New York Racing Association,
- Parkhurst Civic Association, and
- Queens Village Civic Association.

Consultation and Cooperation with Agencies and Entities Responsible for Public Services

ESD has worked closely with, consulted or cooperated with the responsible utilities, agencies and other entities to assure that the needs of the community for public services continue to be met upon development of the Project, including:

- <u>for transportation services</u>, the Nassau County Department of Public Works, New York State Department of Transportation, New York City Department of Transportation, Nassau Inter-County Express (NICE buses), The Metropolitan Transportation Authority and The Long Island Rail Road Company;
- for security and safety, Nassau County Police Department, New York City Police
 Department, New York State Office of Emergency Management, New York State Office
 of Fire Prevention and Control, New York State Police, New York State Division of
 Homeland Security and Emergency Services, Elmont Fire Department, and South Floral
 Park Fire Department, Floral Park Village Police Department and Floral Park Fire
 Department;
- for utility services, Long Island Power Authority ("LIPA") and LIPA's contractor PSEG Long
 Island LLC (an affiliate or Public Service Enterprise Group) that provide electrical power;

National Grid USA that provides natural gas; the Water Authority of Western Nassau County, that supplies water to customers in the Town of Hempstead; and Nassau County Department of Public Works, responsible for the local sanitary sewer and stormwater system;

- <u>for public parks and recreation</u>, Town of Hempstead Department of Parks and Recreation, improvement to Elmont Road Park and Hendrickson Avenue Park;

Consideration of Local Goals as Expressed in Local Comprehensive Land Use Plans

In planning and developing the Project, ESD considered the comprehensive land use plans that include the Development Sites: the community-based 2008 Elmont Community Vision Plan, the Nassau County Comprehensive Plan (1998), 2008 Nassau County Master Plan Update, and the draft 2010 Nassau County Master Plan. In general, these plans promote the redevelopment of Belmont Park to drive economic development and revitalization, enhance the surrounding area, and create a gateway into the Elmont community and Nassau County. FEIS Chapter 2 considers the goals expressed in these plans and the consistency of the Project with those goals. Overall, the Project is consistent with the policies and recommendations set forth in the plans. The Project strengthens the economy and supports the objective of attracting leisure and hospitality jobs in sports, entertainment and tourism. The plans identify Belmont Park as a prominent site that is significantly underutilized and as an ideal place for transformative development. A summary of the relevant portions of the plans follows.

Elmont Community Vision Plan

The Elmont Community Vision Plan identified the Project Site frontage on Hempstead Turnpike as suitable for achieving several development goals, including: (i) constructing a hotel or conference center; (ii) making the area a visual gateway into the Elmont community; (iii) providing opportunities for economic development and community revitalization; (iv) beautification through improvements in landscaping, crosswalks, sidewalks, and lighting; (v) improving the buffer between residents' property and Hempstead Turnpike; (vi) providing pedestrian-oriented retail and sit-down dining close to the hotel/conference center; and (vii) promotion of Belmont Park. The Project addresses the plan's recommendations, including the need and desire to create more mixed-use development within the community consistent with the plan's goals and objectives. The Project would provide a visually appealing gateway into the community, create vegetated buffers along the Project's frontage on Hempstead Turnpike, build an 8-foot high berm planted with trees and other vegetation along Site B's eastern perimeter (that faces residential areas), and foster economic development through the creation of retail businesses, the hotel, the arena and the office building. The Project's land uses would provide jobs and economic activity within Elmont, are generally consistent with the existing uses at Belmont Park, and provide for year-round activity at the Project Site.

Nassau County Comprehensive Plans

The goals of the 1998 Comprehensive Plan include encouragement of economic development that provides jobs, increases the tax base and expands the diversity of employment sectors

with a focus on attracting new leisure and hospitality jobs in the sports, entertainment, and tourism industries. The plan identifies the Development Sites as underutilized and having potential for redevelopment. The plan focuses on a balance of land uses while recognizing that the redevelopment of significant properties within the County may result in substantial impacts to their surrounding communities. The Project, with its mix of uses and mitigation of adverse impacts would positively contribute to the realization the plan's goals. As analyzed in FEIS Chapters 2 and 7, the Project expands sports, entertainment, hospitality and tourism sectors, furthers the plan's economic goals (including, increasing the tax base) and is not expected to result in significant adverse impacts to local retail establishments or to harm existing downtown areas in Nassau County.

The County's plan identifies the need to improve LIRR service availability and to improve mass transit. The Project furthers these goals with: (i) the construction of a new full-time Elmont Station on the LIRR's Main Line; (ii) the automation of switching and other improvements to LIRR's Belmont Park Station (immediately adjacent to the Arena Component); (iii) the addition of two round trip trains to the Belmont Park Station for Arena Component events; and (iv) the new NICE bus service traffic pullouts and shelters on Hempstead Turnpike proximate to each of the Development Sites.

The 2008 Update has no specific recommendations for the Development Sites, however, the Update's "New Suburbia" vision supports promotion of sports, entertainment, and tourism uses. The Project furthers this component. The Update also supports the economic development initiatives and the local visioning concept of the Elmont Community Vision Plan, regarding the Town of Hempstead area, including Belmont Park.

The County's draft 2010 Master Plan acknowledges ESD's proposal to develop the Belmont Park's Hempstead Turnpike parking lots, strengthen the area's economy and transform Belmont Park into a vibrant year-round destination. Consistent with the previous County plan and update, the draft 2010 Master Plan advocates for support and promotion of investment and job creation, especially in leisure, sports, entertainment and tourism activities within the County. The Project is consistent with this goal.

The Project also furthers the common goals of these plans for local jobs, economic development and increased tax base. It would add approximately 10,000 construction jobs, and upon Project completion 3,000 permanent jobs, and would provide economic and fiscal benefits including an increase in tax payments and payments in lieu of tax (PILOT) as described in the June 2019 report, *Fiscal and Economic Benefits of Belmont Park Civic and Land Use Improvement Project, Town of Hempstead, NY*, which is attached to these materials.

DEIS and UDC Act Public Hearing and Comment Period

On December 6, 2018 (pursuant to Sections 6 and 16 of the UDC Act and SEQRA), ESD: (i) determined the Draft Environmental Impact Statement (DEIS) for the Project adequate for publication and public review and (ii) adopted a draft General Project Plan for public comment

and review. These actions occurred at a public meeting of ESD's Directors held at ESD's headquarters, 633 Third Avenue where approximately nine members of the public provided comments. On December 7, 2018, ESD published in *Newsday*, a newspaper of general circulation in the Town of Hempstead and Nassau County, the municipalities in which the Project is located, and in adjacent Queens County, City of New York, notice of the public hearing to occur at the Elmont Memorial Library to consider: (a) the adopted GPP; (b) the essential terms of the Project's conveyances and leases; and (c) the DEIS. The hearing's purpose was to: (1) inform the public about the Project; (2) give all interested persons an opportunity to comment on the adopted draft GPP, pursuant to UDC Act Section 16, and on the essential terms of the proposed Project's conveyances and leases, pursuant to UDC Act Section 6; and (3) give all interested persons the opportunity to give testimony on the DEIS pursuant to SEQRA.

The public hearing commenced on Tuesday, January 8, 2019, at 6:30 p.m. and adjourned at approximately 9:00 p.m. to continue Wednesday, January 9, 2019, from 4:00 p.m. to 6:00 p.m., and then adjourned to continue from 6:30 p.m. until approximately 8:30 p.m. and then adjourned to continue Thursday, January 10, 2019, from 6:00 p.m. until approximately 10:00 p.m. Nearly 200 presentations were made with some speakers giving more than one presentation. The meeting notice stated, and it was announced at the hearing, that the public could give written comments, in hard copy or digital form, until 5:00 p.m. February 11, 2019, but based on the public's requests, ESD extended the comment period to 5:00 p.m. on March 1, 2019. Nearly 3,000 letters and emails were received. Approximately 83% of the letters were form letters signed by residents, and approximately 93% of those form letters were signed by Floral Park residents. In many cases, the same individuals sent in multiple letters.

ESD reviewed and considered the hours of hearing testimony and the thousands of comments. The transcript of testimony given at the three-day public hearing that commenced on January 8, 2019 is included in FEIS Appendix L (the FEIS can be accessed from the link in the Attachments section of these materials. FEIS Chapter 22 (nearly 400 pages) aggregates the hearing testimony and the written comments into 740 substantive comments on the Project, the DEIS and the GPP and provides ESD's written response to those comments. Most of the comments expressed concerns about the Project. The greatest number of comments related to transportation, traffic on local roads and the Cross-Island Parkway, emergency vehicle travel times, and the insufficiency of public transportation servicing the site. The second greatest number of comments related to the Project itself, including its overall size, its impact on the community's quality of life, and its economic impact. The full FEIS is available at https://esd.ny.gov/belmont-park-redevelopment-project-feis

During ESD's review of the public comments and preparation of the FEIS and the modified GPP, ESD gave primary consideration to local needs and desires as ESD continued to work closely with, consult and cooperate with local elected officials and community groups and their leaders, fostered local initiatives and participation in connection with the planning and development of the Project, and considered the local goals as expressed in local comprehensive land use plans as summarized above.

ESD's Response to Local Needs and Desires.

ESD has responded to the local needs and desires by working with the Developer and other parties to take the actions discussed below:

- Off-Site Improvements to Elmont Public Parks. After receiving feedback from the CAC and Elmont residents, ESD requested the Developer to improve Elmont Road Park rather than create a new recreation space on Site B, and at the initiative of local elected officials, the Developer's commitment was expanded to include improvements to Hendrickson Avenue Park.
- Substation Relocation. PSEG, the local electric utility provider, sought to locate the Project's large electrical substation next to the Floral Park-Bellerose School playing fields; however, based on recommendations from Floral Park residents and school officials, ESD worked with PSEG to relocate the Project's substation to a spot between the southeastern edge of the North Lot and the Cross Island Parkway Exit 26D, over 1000 feet away from the elementary school and local residences.
- Reduction of Hotel Component Height. Based on public comments received by ESD during the DEIS scoping process, the height of the Hotel Component, originally planned to be 250 feet tall, has been reduced to a maximum of 150 feet in height.
- Reduction in Retail Development. The Project's planned retail development originally totaled 435,000 square feet (350,000 square feet on Site B and up to 85,000 square feet on Site A); based upon public concerns expressed during the comment period on the DEIS and the draft GPP, ESD worked with the Developer to reduce the retail development to a maximum of 350,000 square feet (315,000 square feet on Site B and 35,000 square feet on Site A).
- Site B Perimeter Buffer. On the eastern perimeter of Site B there will be a vegetated buffer, an 8-foot high natural berm with dense landscaping to create a contiguous evergreen tree line on top of the berm, that will separate the commercial and parking uses from the adjacent existing residences.
- North Lot Perimeter. The Project originally included limited vegetation along the North Lot's eastern perimeter. Due to concerns expressed during the public comment period for the DEIS and draft GPP, ESD will require the Developer to install within the North Lot a new privacy screened fence, between 8 and 12 feet high, running contiguously from the LIRR right of way along the eastern perimeter of the Floral Park-Bellerose School campus to approximately Mayfair Avenue with an 8-foot tall dense hedgerow planted on the North Lot side of the fence along the elementary school's playing fields.
- <u>NICE Bus Improvements</u>. The Project did not contemplate NICE bus improvements but based on comments received during the comment period for the DEIS and draft GPP

ESD will require the Developer to provide bus cutouts and bus shelters on each side of Hempstead Turnpike that will improve NICE bus service and avoid interface with through traffic.

- LIRR Belmont Park Station Service Improvements. Due to concerns raised by the MTA and LIRR, the Project plan included the replacement and automation of the spur switches for the Belmont Park station. That station is located on a spur on the eastbound side of the Main Line. Only trains traveling to and from the LIRR Jamaica station can effectively use the spur. The station is currently open only on Belmont Park race days. The Project plan considers the need for increased Belmont Park station service with two trains (each way) for each Arena Component event. The spur is currently accessed by manual switches that can only be used when switchmen are present to manually operate each switch. During the DEIS scoping process, MTA and LIRR informed ESD that reliable event service to the Belmont Park Station would require replacement and automation of the spur's switches. Based on this concern and the community's concerns regarding traffic and public transportation issues, ESD revised the Project plan to require the automation of the Belmont Park Station switches.
- LIRR Full-Time Main Line Elmont Station. A new full-time station to serve the Project and the Elmont community was a local need and desire expressed by many members of the public, community leaders, and elected officials throughout ESD's planning of the Project. The principal public concerns were the effects of the Project on local traffic and highway congestion and the inadequacy of the available mass transit service (including the improvements to the Belmont Park Station) to alleviate these impacts. Following the DEIS and draft GPP comment period, ESD worked with LIRR to provide a new fulltime Main Line station that would be in addition to the improvements to the LIRR's Belmont Park Station. The new LIRR Elmont Station would be constructed in two phases. The first phase would involve construction of a south platform that would only provide eastbound service and would be completed in 2021, prior to the opening of the Arena Component. The second phase would involve construction of a north platform, a pedestrian overpass between the north and south platforms, and extension of the south platform. Westbound train service at the north platform would be accommodated following the completion of the LIRR Third Track and the East Side Access projects (expected in 2023). In addition to Main Line service, the new station would provide a direct one seat ride from most LIRR branches, including Oyster Bay, Port Jefferson, Ronkonkoma, and Hempstead, as well as more frequent service from the west. LIRR trains are projected to be used by up to 30 and 24 percent of Arena Component patrons respectively arriving for weekday and Saturday events. The new station would also offer to the community full-time rail service with a minimum of 150 commuter dedicated parking spaces in the North Lot in the area closest to the Elmont Station.
- Traffic Management Plan (TMP). The public, local groups and their leaders and elected
 officials stated concerns that the Project would cause significant adverse impacts on the
 local street network, the highway network, and bus service, as well as potential impacts

to parking. ESD has worked with the Developer, the Nassau County Department of Public Works, the New York City Department of Transportation and the New York State Department of Transportation to address these concerns. The TMP (a draft is attached to these materials) is a combination of demand management strategies aimed at reducing the volume of project-generated peak hour vehicular trips, changing travel patterns to redistribute traffic away from critical highway segments, and shifting demand from automobiles to alternate modes of transportation. The TMP, which is expected to be in place for the entire life of the Project, requires that the Developer (i) provide a transportation manager to continuously coordinate with stakeholders, implement the traffic operations plan and deploy traffic-control personnel before and after Arena Component events and (ii) operate an onsite traffic operations center. The TMP would be continuously monitored and refined to reflect actual conditions with data from meetings with transportation agencies, police departments, and local municipalities. As part of the Project's operations, the Developer will be required to fund a traffic monitoring program that will identify which of the mandated demand management strategies are most effective at minimizing impacts to the maximum extent feasible.

VII. Land Use Improvement Project, Civic Project and Other Findings

1. Land Use Improvement Project Findings

A. That the area in which the Project is to be located is a substandard or insanitary area, or is in danger of becoming a substandard or insanitary area and tends to impair or arrest the sound growth and development of the municipality.

The Development Sites, considered as a whole, are substandard and underutilized, economically stagnant and in danger of becoming insanitary. They generate minimal employment and do not contribute to the sound growth and economic well-being of the surrounding area or the Town.

The parking lots located in Sites A and B are in poor condition with cracked and uneven pavement. Both sites exhibit drainage problems evidenced by sinking storm drains that are surrounded by sediment and uneven or broken pavement, and most of the storm drains do not properly operate. Vehicle access throughout both lots is in poor condition. There is minimal signage to guide users of the parking, and the signage that does exist is not clear. The parking spaces are poorly marked, if marked at all. Handicapped stalls are also inadequately marked and difficult to find. Roadways have been established using yellow-painted concrete wheel-stops that are unevenly spaced, in fair to poor condition, and difficult to navigate in a vehicle. The fencing that surrounds Sites A and B is mostly in poor condition and failing in some locations. Lighting is inadequate with light poles of varying conditions. Litter lines the perimeter of Site B and filled garbage bags have been observed in a few parking spaces. The pedestrian tunnel that connects Site A and Site B is in poor condition: paint is peeling

and dirty, lighting is poor, and the floor is littered with debris and sediment. The vehicle tunnel is in fair condition; however, its pedestrian walkway is dark and overgrown with vines. The Site B bus shelters are in poor condition.

In addition to being in fair to poor condition, the parking lots that comprise most of the area of the Development Sites' area are underutilized. The parking lots were built during the period of peak usage of Belmont, during the 1960's and 1970's. Since that time, general attendance at Belmont Park Racetrack has dropped significantly (e.g., average daily attendance declined to approximately 3,000 in 2017 from approximately 27,000 visitors in 1970).

The parking lots on the Development Sites are currently used for patron parking only on approximately 90 days per year. The approximate aggregate of 3,700 vehicles that can be parked on Sites A and B can be accommodated in Belmont's other parking areas. Even on Belmont Stakes day, the racetrack's peak attendance day, there has been a surplus of approximately 4,000 parking spaces throughout Belmont parking areas over the past three years. Because Site B is so grossly underutilized for Belmont Park Racetrack events, it is primarily used year-round for car dealership vehicle storage, except on a handful of large-volume event days.

The current uses of the parking lots on Sites A and B generate neither significant employment nor revenue. The parking lot sites neither provide any direct benefit to the local community, nor do they spur significant indirect or secondary benefits. The existing parking uses on Sites A and B are not anticipated to contribute towards economic growth in the future if existing uses continue.

The current adopted 1998 Comprehensive Plan for Nassau County identifies the Belmont property as being underutilized and having the potential for redevelopment.

Moreover, the Development Sites do not generate significant tax revenue. Under an arrangement entered into with NYRA pursuant to the bankruptcy settlement, the State, rather than NYRA, pays property taxes at Belmont. Site A is part of a large tax lot that also contains the Grandstand, the Backyard Area, and parking lots other than those within Site B. That large tax lot generates over \$12.3 million in property taxes for Nassau County, the Town of Hempstead, and Elmont Union Free School District, but these tax payments are driven primarily by the horse racing facilities at the Belmont Park Racetrack that are outside of Site A. Site B generates approximately \$300,000 in annual property taxes (approximately \$10,700 per acre). The State's tax payments have not changed since 2013.

Approximately seven acres at the eastern edge of Site A are part of an area of the Belmont Park Racetrack referred to as the "Backyard". Site A does not include the Paddock, where race horses are exhibited to racing patrons on race days. While the Backyard is in good condition, it is open only on racing days (approximately 90 days of

the year) and only to Belmont Park Racetrack patrons. The recreational uses and other amenities (e.g., playground, water feature, benches, and mature trees) in the Backyard are ancillary to the ubiquitous horse-racing digital video monitors and numerous betting windows and machines, located throughout the Backyard, that serve the purposes of betting and race watching that are the principal functions of Belmont Park Racetrack. These monitors and the betting windows and machines are redundant so that, after the disposition to ESD by the State of Site A, the betting activities currently conducted in this portion of the Backyard would be conducted in Belmont's numerous other existing areas for betting and digital monitor race viewing.

The Site Conditions Study Belmont Park Racetrack, November 2018 (attached to these materials) was prepared by VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. and documents in more detail conditions at the Development Sites.

B. That the Project consists of a plan or undertaking for the clearance, replanning, reconstruction and rehabilitation of such area and for recreational and other facilities incidental or appurtenant thereto.

Under the General Project Plan, the Development Sites will be cleared and redeveloped with:

- (i) on Site A, (a) the Arena Component, with up to approximately 745,000 sf for entertainment, recreational, cultural and community uses, including as the home arena for the Islanders franchise; (b) the Site A Retail/Office Component, including structures and spaces for experiential retail, dining, recreational, and entertainment uses totaling up to approximately 35,000 sf, a structure with commercial office space, of up to approximately 30,000 sf; and approximately 2.0 acres of landscaped plazas; (c) the Hotel Component, including a hotel of up to approximately 210,000 sf with up to 250 keys, 400 structured parking spaces, and amenities, dining, conference, and event space;
- (ii) on Site B, the Retail Village Component with up to approximately 315,000 sf of destination retail uses with approximately 1,500 parking spaces located in a structure beneath the Site B retail development and approximately 3.75 acres of passive open space buffering adjacent residential areas from the Site B development; and
- (iii) one or more grade-separated connections for pedestrians and vehicles above or below Hempstead Turnpike, providing access between Sites A and B.

C. That the plan or undertaking affords maximum opportunity for participation by private enterprise, consistent with the sound needs of the municipality as a whole

Each of NYBP and NYAP is a private enterprise, and the Developer's other affiliates, when formed, will each be a private enterprise. These enterprises will develop, finance, and operate the Project's Components. The Project is consistent with the sound need of the municipality and the adjacent communities. The Project improves, activates, and revitalizes the Development Sites by providing new sports, entertainment, cultural, recreational, retail, hospitality, office and community facilities uses that offer substantial employment opportunities that can be locally accessed by adjacent communities. The Project creates a gateway to Long Island by creating a striking new presence for the Elmont community, Town, County, and region, and the Project will transform the current vacant, underutilized, and deteriorated Development Sites for the benefit of the municipality and the community.

2. Civic Project Findings

A. That there exists in the area in which the Project is to be located, a need for the educational, cultural, recreational, community, municipal, public service(s) or other civic facility to be included in the Project.

The Project fulfills several needs of the community, Town, County and region. The Project will create a new gateway into Long Island due to the Project's central location at the border of New York City and Long Island. The Arena Component will allow the Islanders to return to their Long Island roots and provide a suitable home for the franchise by providing it with a venue that is designed to meet the NHL's requirements and that is located closer to the people that regularly attend Islander games. The Arena Component would meet the demand for larger events that cannot be hosted at smaller venues such as Nassau Coliseum or the proposed Suffolk County arena due to the smaller seating capacity at alternate arenas. The Commissioner of the NHL has indicated that Nassau Coliseum is not suitable to be the home for an NHL team. More generally, the new state-of the-art Arena Component will attract new event attendees and provide the necessary capacity and features to host events for the region's schools, colleges, sports clubs and cultural and community organizations and attract large-scale events such as nationally known music concerts and family entertainment. Creating a new, up-to-date venue for these events will meet an existing need of the Town and the wider Long Island community, generate economic benefits, and promote civic pride. The Project will also require at least 10,000 sf of community facilities space that will be tenanted and programmed for civic and educational uses for the community (e.g., educational and career development). The open space to be provided as part of the Project will provide a buffer to the residential areas proximate to the Project and provide open space amenities at the Project site.

B. That the Project shall consist of a building or buildings or other facilities which are suitable for educational, cultural, recreational, community, municipal, public service or other civic purposes.

The Arena Component will provide a home in Nassau County for the NHL Islanders and be suitable for community and regional college, school and sports club events as well as cultural, recreational, and community events, music concerts, and family entertainment.

In addition to the open space described below, NYBP is required to provide improvements and/or renovation to Elmont Road Park and Hendrickson Avenue Park, existing Elmont community parks located off-site in the Town, based on coordination with local officials and community stakeholders.

The Project's requirement that the Developer fund and construct approximately 10,000 sf of community facilities space will offer various community-oriented programming options (e.g., educational and career development services).

The Project's approximately 5.75 acres of open space would provide hard-scaped and soft-scaped plazas on Site A and naturally landscaped areas on Site B. Site A will have approximately 2.0 acres of landscaped plazas that could include sitting areas and gathering spaces for on-site events and programming. Site B will have approximately 3.75 acres of passive landscaped open space, most of it separating and buffering adjacent residential areas that will provide visual relief and sound dampening for community residents in the homes adjacent to Site B.

C. That such Project will be leased to or owned by the State or an agency or instrumentality thereof, a municipality or an agency or instrumentality thereof, a public corporation, or any other entity which is carrying out a community, municipal, public service or other civic purpose, and that adequate provision has been, or will be, made for the payment of the cost of acquisition, construction, operation, maintenance and upkeep of the Project.

ESD is a corporate governmental agency of the State, constituting a political subdivision and a public benefit corporation. ESD will retain fee ownership of the Development Sites through the term of the ESD ground lease of the Development Sites. The initial ground lease term is expected to be 49 years with a renewal option for an aggregate term of 99 years. Upon termination of the lease, it is expected that the ownership of the Development Sites will revert to the fee ownership of the State.

The Development Sites are surplus to the needs of the State, and ESD and for nominal consideration the State will convey the fee title to the property to ESD for development in accordance with this GPP. ESD will ground lease the Development Sites to NYBP or one or more development affiliates of NYBP and in each instance, the private tenant will be responsible for financing, constructing, operating and maintaining the Project for the term of the ground lease, and thereafter, it is expected that the ownership of the Project Site will revert to the State. Project documentation will include adequate provision for the payment by NYBP or its affiliates of the costs of the construction, operation, maintenance and upkeep of the Project. The Project documentation will require NYBP or its affiliates and successors to construct and operate the Project's civic

facilities in conformance with the General Project Plan to carry out the civic purposes thereof.

D. <u>That the plans and specifications assure or will assure adequate light, air, sanitation</u> and fire protection.

Qualified ESD staff or a qualified consultant on ESD's behalf will review and approve all plans and specifications for the Project to ensure that the Project has complied with the above criteria. Those criteria are reflected in the Design Guidelines (as defined below). All Project improvements will be designed and constructed in accordance with the Design Guidelines and the New York State Uniform Fire and Prevention and Building Code ("Building Code"). For purposes of the Building Code, OGS is the permitting authority, and the Project will be constructed pursuant to approvals by OGS and building permits issued by OGS, to the extent applicable.

3. Findings for all ESD Projects

That there is a feasible method for the relocation of families and individuals displaced from the Project area into decent, safe and sanitary dwellings, which are or will be provided in the Project area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities, at rents or prices within the financial means of such families or individuals, and reasonably accessible to their places of employment.

There are no families or individuals living or located on the Development Sites, and no families or individuals are being displaced from the Project area.

VIII. Overrides; Building Code; and Design Guidelines

In order to construct the Project as described in the GPP, ESD will override local zoning and other requirements pursuant to the UDC Act. Pursuant to the Town of Hempstead Building Zone Ordinance ("BZO"): (i) the Development Sites are generally zoned residential (Residence B), (ii) Site B's Hempstead Turnpike frontage is zoned Business X for a depth of 100 feet and (iii) Site B is included within the Town's Hempstead Turnpike – Elmont Overlay Zone (Gateway) (HT-E, G). Neither the Development Sites' historical uses nor the Project's uses and configuration would conform to the local requirements, including zoning and land use requirements (e.g., uses, signage, mapping, lighting, storm water management, subdivision, fencing, etc.). Therefore, in order for ESD to effectuate the Project, compliance with the requirements of such local laws, ordinances, codes, charters or regulations is not feasible or practicable, and ESD would override the local zoning, land use and planning requirements and restrictions, including, without limiting the foregoing, the Town's BZO, and the Hempstead Town Code to the extent local zoning, to the extent they are inconsistent with the Project.

The Building Code will apply, including with respect to all construction, buildings, structures and infrastructure on the Project Site. The permitting authority for the purposes of the Building Code is OGS.

The Project will be subject to design guidelines that provide for, among other things, use, bulk, and dimensional and form parameters to be applied in lieu local regulations (the "Design Guidelines"). The Master Lease, each Sublease, and each Direct Lease will require that all design and construction of the Project, including of each Project Component, will be in accordance with the Design Guidelines. The Design Guidelines, dated July 2019, are attached to these materials.

Construction is anticipated to commence in 2019. ESD will review the design/construction documents for compliance with the GPP, the Design Guidelines, and MEC will and monitor construction progress and compliance with the GPP, Design Guidelines, and MEC.

IX. Environmental Review and SEQRA Findings

ESD, acting as lead agency pursuant to the requirements of SEQRA and the implementing regulations of the New York State Department of Environmental Conservation, performed a detailed and comprehensive environmental review of the Project. On December 6, 2018, the ESD Directors accepted as adequate for public review the Draft Environmental Impact Statement ("DEIS") for the Project. Upon acceptance, the DEIS was circulated for public review and comment, a public hearing was held on January 8, 9 and 10, 2019, and the public comment period remained open through March 1, 2018. On July 8, 2019, ESD accepted as complete the FEIS, which included a chapter that summarized all comments received with responses. The FEIS Notice of Completion indicated that comments on the FEIS would be accepted up until July 23, 2019. After the July 8th Notice of Completion, it was identified that the transcript from the January 2019 public hearing had been inadvertently omitted from FEIS Appendix L and Figure 6-70 in Chapter 6 was not the most up to date version available. Accordingly, a corrected and amended FEIS was certified as complete by ESD with an amended and restated Notice of Completion on July 22, 2019 and the period to accept public comments was extended to August 1, 2019.

SEQRA requires the adoption of written findings, supported by a statement of relevant facts and conclusions considered, prior to agency decision on actions that have been the subject of an FEIS. The "SEQRA Findings Statement", attached to these materials, contains the facts and conclusions in the FEIS relied upon to support the Corporation's decision on the actions analyzed in the SEQRA process, specifically the affirmation of the GPP as modified and its authorization of the implementation of the Project, and indicates the social, economic and other factors and standards forming the basis of the Corporation's decision.

The findings that the Corporation must adopt prior to its affirmation of the GPP and authorization of the implementation of the Project are:

- The Corporation has given consideration to the FEIS;
- The requirements of the SEQRA process, including the implementing regulations of the

New York State Department of Environmental Conservation, have been met;

- Consistent with the social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes significant adverse environmental effects to the maximum extent practicable, including the effects disclosed in the FEIS;
- Consistent with the social, economic and other essential considerations the significant
 adverse environmental effects associated with the development of the Project which
 were identified in the FEIS will be avoided or minimized to the maximum extent
 practicable by incorporating as conditions to the decision those mitigative measures
 described in the FEIS;

Staff recommends that the Corporation adopt the SEQRA Findings Statement attached to these materials.

X. Non-Discrimination and Contractor and Supplier Diversity Requirements

ESD's Non-Discrimination and Contractor & Supplier Diversity policies will apply to this Project. The Developer shall be required to include minorities and women in any job opportunities created, to solicit and utilize Minority and Woman-Owned Business Enterprises (MWBEs) and Service-Disabled Veteran-Owned Businesses (SDVOBs) for any contractual opportunities generated in connection with the construction of the Project, and shall be required to use Good Faith Efforts (pursuant to 5 NYCRR §142.8 and 9 NYCRR § 252.2) to achieve an overall MWBE Participation Goal of 30% and an overall SDVOB goal of 6% related to the total value of hard costs and soft costs of the construction for the Project. The overall MWBE goal shall include a Minority-Owned Business Enterprise Participation Goal of 15% and a Woman-Owned Business Enterprise Participation Goal of 15%.

XI. Requested Actions

The Directors are asked to: (a) make and adopt pursuant to the State Environmental Quality Review Act the findings and determinations, which findings and determinations are to be made after full consideration of the Findings Statement, attached to these Materials; (b) adopt project findings pursuant to Section 10 of the UDC Act; (c) affirm as modified the GPP; (d) authorize the transactions related to the acquisition, disposition and development of the Project site and implementation of the Project; and (e) authorize all related actions.

XII. Recommendation

Based on the foregoing, I recommend approval of the requested actions.

Attachments

Resolutions

- 1. Figure A Development Site
- 2. SEQRA Findings Statement
- 3. General Project Plan (affirmed as modified)
- 4. Final Environmental Impact Statement (digital link only) https://esd.ny.gov/belmont-park-redevelopment-project-feis
- 5. Fiscal and Economic Benefits of Belmont Park Civic and Land Use Improvement Project, Town of Hempstead, June 2019 (digital link only)https://esd.ny.gov/sites/default/files/Belmont%20FE%20Impacts%20Report%20Final.pdf
- 6. Site Conditions Study Belmont Park Racetrack, November 2018
- 7. Design Guidelines
- 8. Draft Traffic Management Plan
- 9. Independent Appraisals

NEW YORK STATE URBAN DEVELOPMENT CORPORATION D/B/A EMPIRE STATE DEVELOPMENT - Town of Hempstead (Nassau County) – Belmont Park Redevelopment Civic and Land Use Improvement Project – Adoption of Findings Pursuant to the New York State Environmental Quality Review Act ("SEQRA); Findings Pursuant to Section 10 of the New York State Urban Development Corporation Act of 1968, as Amended (the "UDC Act"); Authorization to Affirm the Modified General Project Plan ("GPP"); Authorization to Acquire and Dispose of Real Property and Implement the Project; Authorization to Take All Related Actions

RESOLVED, that, on the basis of the materials presented to this meeting, a copy of which is hereby ordered filed with the records of the Corporation (the "Materials"), relating to the Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Project"), the Corporation hereby makes and adopts pursuant to the State Environmental Quality Review Act the following findings and determinations, which findings and determinations are made after full consideration of the Findings Statement, attached to the Materials, which statement is hereby adopted by the Corporation and made part of the Materials filed with the records of the Corporation:

- 1. The Corporation has given consideration to the Final Environmental Impact Statement ("FEIS") prepared for the Project, including the comments received on the FEIS;
- 2. The requirements of the SEQRA process, including the implementing regulations of the New York State Department of Environmental Conservation, have been met;
- Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the Project is one that avoids or minimizes adverse environmental effects to the maximum extent practicable, including the effects disclosed in the FEIS;
- 4. Consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures which were identified as practicable; and

and be it further

RESOLVED, that, based on the Materials, the Corporation hereby finds pursuant to Section 10 of the New York State Urban Development Corporation Act of 1968, as amended (the "UDC Act"):

- That the area in which the Project is to be located is a substandard or insanitary area or is in danger of becoming a substandard or insanitary area and tends to impair or arrest the sound growth and development of the municipality;
- That the Project consists of a plan or undertaking for the clearance, re-planning, reconstruction and rehabilitation of such area and for recreational and other facilities incidental or appurtenant thereto;
- 3. That the plan or undertaking affords maximum opportunity for participation by private enterprise, consistent with the sound needs of the municipality;
- 4. That there exists in the area in which the Project is to be located, a need for the educational, cultural, recreational, community, municipal, public service(s) or other civic facility to be included in the Project;
- 5. That the Project shall consist of a building or buildings or other facilities which are suitable for educational, cultural, recreational, community, municipal, public service or other civic purposes;
- 6. That such Project will be leased to or owned by the State or an agency or instrumentality thereof, a municipality or an agency or instrumentality thereof, a public corporation, or any other entity which is carrying out a community, municipal, public service or other civic purpose, and that adequate provision has been, or will be made for the payment of the cost of acquisition, construction, operation, maintenance and upkeep of the Project; and
- 7. That the plans and specifications assure or will assure adequate light, air, sanitation and fire protection;

and be it further

RESOLVED, that on the basis of the Materials, indicating that there are no families or individuals to be displaced from the Project area, the Corporation hereby finds that the requirements of Section 10(g) of the UDC Act are satisfied; and be it further

RESOLVED, that based on the Materials, and substantially on the terms and conditions described in the Materials, the Corporation pursuant to the UDC Act does hereby modify and affirm as modified the General Project Plan (the "GPP") for the Project submitted to this meeting, together with such changes therein as the President or Chief Executive Officer of the Corporation or his or her designee(s) may deem appropriate, a copy of which GPP, together with such changes is hereby ordered filed with the records of the Corporation; and be it further

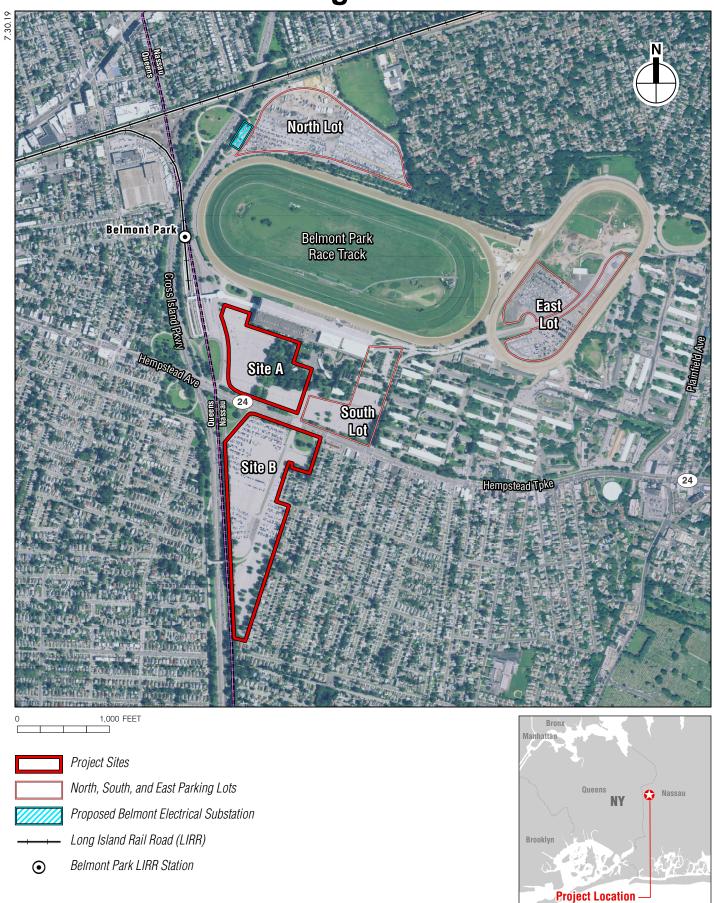
RESOLVED, that based on the Materials, and substantially on the essential terms and conditions

described in the Materials, the Corporation is hereby authorized to enter into and effect all transactions described in the Materials or as may be deemed necessary or beneficial to the Corporation in order to effect the Project together with such changes therein as the President or Chief Executive Officer of the Corporation or his or her designee(s) may deem appropriate; and be it further resolved

RESOLVED, that the President of Chief Executive Officer, or his or her designee(s), be, and each of them hereby is, authorized in the name of and on behalf of the Corporation to execute and deliver any and all documents and to take all actions as may be considered necessary or appropriate in connection with carrying out the Project and to effectuate the foregoing resolutions.

* * *

Figure A



STATE ENVIRONMENTAL QUALITY REVIEW FINDINGS STATEMENT

BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT

NEW YORK STATE URBAN DEVELOPMENT CORPORATION d/b/a/ EMPIRE STATE DEVELOPMENT

Pursuant to Article 8 of the Environmental Conservation Law (State Environmental Quality Review Act ["SEQRA"]) and 6 NYCRR Part 617, the New York State Urban Development Corporation ("UDC") d/b/a Empire State Development ("ESD"), as lead agency under SEQRA, makes the following findings.

Name of Action: Belmont Park Redevelopment Civic and Land Use Improvement Project

Project Location: The proposed development encompasses approximately 43 acres of land

located within Belmont Park in the unincorporated hamlet of Elmont,

Town of Hempstead, Nassau County, New York. Site A is

approximately 15 acres located north of Hempstead Turnpike, Site B is approximately 28 acres located south of Hempstead Turnpike (the

"Project Sites").

Summary of Action: New York Belmont Partners, LLC ("NYBP" f/k/a New York Belmont

Development Partners), an affiliate of New York Arena Partners ("NYAP"; NYAP and NYBP and its affiliates and sublessees collectively, "NYAP" or "the Applicant"), propose to construct a sports, hospitality, retail, and entertainment destination (the "Proposed Project") at Belmont Park. The Project Sites are owned by the State of New York (the State) acting by and through the Franchise Oversight Board (FOB) and are leased through a ground lease (the "Ground Lease") to The New York Racing Association, Inc. (NYRA). The Proposed Project will redevelop the Project Sites with: an arena for the New York Islanders National Hockey League (NHL) franchise and for other sports, music, cultural, community, recreational, and entertainment events; dining, retail, and entertainment uses; a hotel; commercial office space; community space; publicly accessible open space; parking; and one or more grade separated pedestrian connections providing access between Sites A and B, as summarized in the modified General Project Plan (GPP), dated August 8, 2019, and as analyzed in the Belmont Park Redevelopment Civic and Land Use Improvement Project Corrected and Amended Final Environmental Impact Statement (FEIS) dated July 22. 2019. Construction of the Proposed Project is projected to occur in a single phase over a period of approximately 28 months, starting in 2019, with completion of the full build-out of all project components in 2021. The Proposed Project requires a number of actions (the "Proposed Actions") including: adoption and authorization of a GPP by Empire

State Development (ESD) in accordance with the New York State Urban Development Corporation Act, which will include an override of the Town of Hempstead Building Zone Ordinance and provisions in the Town Code, where applicable. In addition, conveyance of the Project Sites to ESD from the Franchise Oversight Board (FOB), lease approval and approval of development at the Project Sites from the FOB along with the necessary approvals to facilitate the construction of an electrical substation in the vicinity of the Project Sites to be constructed by the Long Island Lighting Company d/b/a Long Island Power Authority and operated by the Public Service Enterprise Group Long Island.

Lead Agency: Empire State Development

633 Third Avenue, New York, NY 10017

Contact Person: Rachel Shatz, VP Planning and Environment Review

(212) 803-3100

SEQRA

Classification: Type I

DESCRIPTION OF LEAD AGENCY ACTIONS

To facilitate development of the Proposed Project, ESD, the lead agency for the Proposed Project, will undertake several actions. In summary, ESD actions include the following in accordance with all applicable requirements of law:

- Adoption and authorization of a GPP in accordance with the Urban Development Corporation Act (Chapter 174, Section 1, Laws of 1068; codified at N.Y. Unconsol. Laws §6251 et seq.), which will include an override of the Town of Hempstead Building Zone Ordinance (BZO) and the Town Code to facilitate the Proposed Project.
- Acquisition of the Project Sites, including NYRA's surrendered property, and longterm lease to NYAP.

ESD conducted a coordinated review pursuant to SEQRA in coordination with the review of the GPP under the Urban Development Corporation Act. ESD issued a Positive Declaration and a Draft Scope of Work for the EIS on February 27, 2018. This Draft Scope was widely distributed to concerned citizens, public agencies, and other interested groups. Public scoping meetings were held under the direction of ESD on March 22, 2018 at the Elmont Memorial Library at 700 Hempstead Turnpike, Elmont, NY 11003. Two scoping sessions were held, both on March 22, 2018: one from 3:30 PM to 5:30 PM; and a second session from 6:30 PM to 9:30 PM. In addition to public comments received orally and in writing at the March 22, 2018 scoping sessions, written comments on the Draft Scope were accepted through 5:00 PM on Thursday, April 12, 2018, at which point the public comment period for the Draft Scope closed. All comments received prior to the close of the comment period were considered by the lead agency and any changes as appropriate were included in the Final Scope that was prepared and distributed on August 29, 2018.

A Draft Environmental Impact Statement ("DEIS") was accepted by ESD on December 6, 2018, and a Notice of Completion was issued. The DEIS was filed with involved and interested

agencies and made available for public review. Oral and written comments were received during the public hearing sessions held by ESD on January 8, 9, and 10, 2019. Written comments were accepted from issuance of the DEIS through the public comment period which extended beyond the minimum of 30 days to end on March 1, 2019. A total of approximately 170 speakers presented oral comments at the public hearing (some speakers provided testimony at more than one session) and a total of approximately 2,850 written submissions were received by ESD by the close of the public comment period. A Final Environmental Impact Statement ("FEIS") was accepted by ESD on July 8, 2019, and a Notice of Completion was issued. However, subsequent to the July 8 acceptance, it was discovered that the public hearing transcript had been inadvertently omitted from Appendix L of the FEIS. Accordingly, ESD issued a corrected and amended FEIS with the transcript, as well as a corrected rendering in Chapter 6, on July 22, 2019. The FEIS, as corrected and amended, includes a chapter addressing all comments received at the public hearing and submitted in writing (see Chapter 22). The FEIS was filed with all involved and interested agencies and made available for public review. While not mandated by law, ESD accepted comments on the FEIS through August 1, 2019 and considered such comments prior to adopting this Findings Statement.

FACTS AND CONCLUSIONS IN THE FEIS RELIED UPON TO SUPPORT THE DECISION

PROJECT SITES

The 15-acre Site A is currently used for surface parking and includes a portion of Belmont Park's picnic area (the "Backyard") adjacent to the Belmont Park Paddock. Site A is bordered on the south by Hempstead Turnpike, a four- to six-lane local road that is a major commercial corridor. Site A is also adjacent to the Cross-Island Parkway, a six-lane limited access highway that extends north from the intersection of the Southern State and Belt Parkways near Valley Stream to its intersection with the Whitestone Expressway near College Point, Queens. West of Site A, the Cross-Island Parkway runs along the Nassau-Queens border. Immediately west of Site A is the Belmont Park Station of the Long Island Rail Road (LIRR), located on a spur of the Main Line. Belmont Park Station is a seasonal-use LIRR facility; the station is open and train service is operated only during the Belmont Park racing seasons. The ticket office is open at Belmont Park Station on Belmont Stakes day only.

Site B, located south of Hempstead Turnpike, is an approximately 28-acre parcel currently used for vehicle storage, and as surface parking for Belmont Park visitors on large-volume event days (e.g., the Belmont Stakes).

OTHER DIRECTLY AFFECTED AREAS

In addition to the two Project Sites, it is expected that NYAP will utilize the North, South, and East Lots at Belmont Park for additional parking through a Parking License Agreement among NYAP, the FOB, and NYRA. The North Lot is a mostly gravel parcel located just north of the Racetrack that is currently utilized for Belmont Park parking only on Belmont Stakes day, as well as for vehicle storage. The North Lot is also bordered by the LIRR tracks to the north, the Floral Park-Bellerose School athletic field and Belmont Park Road to the east, and the Cross-Island Parkway to the west. The South Lot is located to the east of the proposed arena, south of the Racetrack, and is currently utilized for Belmont Park event parking. The East Lot is located

east of the Racetrack within the interior oval of the Belmont Park Training Track. The East Lot is currently used for vehicle storage, Belmont Park employee parking and large-volume event parking.

Directly adjacent to and to the west of the North Lot is the location of the proposed electrical substation (see FEIS Figure S-1). This additional substation is required to service the Proposed Project because the existing Belmont Park service currently does not have the capacity and infrastructure necessary to accommodate the Proposed Project's energy demand. The electrical substation will be located in the vicinity of the Cross-Island Parkway ramps, just north of the Racetrack in an area that is currently used for the storage of truck trailers containing emergency supplies that are available for use for large-scale disasters, large fires or localized flooding. These trailers are operated by the American Red Cross in coordination with the Nassau County Office of Emergency Management and will be relocated on the Belmont Park property or to Aqueduct Raceway once construction of the substation begins. In addition to the electrical substation, the Proposed Project requires the construction of underground distribution feeders and underground transmission lines, all of which will be operated by PSEG Long Island. PSEG Long Island must obtain easements from the FOB for an approximately 42,450square-foot (sf) area for construction of the substation and associated feeders. The underground distribution feeder cables will extend south, around the Racetrack, and to the proposed uses on Site A. Underground transmission lines will extend east from the proposed substation along Belmont Park Road approximately 1.5 miles, and tie into existing overhead power lines on Plainfield Avenue. A transmission overpass will be installed to connect to the existing overhead circuit on Plainfield Avenue.

PROJECT DESCRIPTION

The Proposed Project will replace the paved parking lots that exist on Sites A and B with an arena for the New York Islanders NHL franchise and for other sports, music, cultural, community, recreational, and entertainment events; dining, retail, and entertainment uses; a hotel; commercial office space; community space; publicly accessible open space; parking; and one or more grade separated pedestrian connections providing access between Sites A and B. The Proposed Project may include a pedestrian bridge and/or the utilization of the existing vehicle and pedestrian underpasses below Hempstead Turnpike that connect Site A to Site B. **Figure S-2** in the FEIS illustrates the Proposed Project site plan.

The proposed multi-purpose arena will be a new state-of-the-art facility located in the western central portion of Site A. The arena will contain up to 18,000 seats for hockey; it has been designed to the demand specifications of a NHL facility and will be the home of the New York Islanders. In addition to serving as a professional hockey venue, the building will have a capacity of up to 19,000 seats to host major concerts, college sports, conferences, cultural, community, recreational, and family events. **Figures S-4 and S-5** in the FEIS provide illustrative views of the proposed arena.

Sites A and B will also include two separate retail, dining, and entertainment experiences, encompassing up to 350,000 gsf of retail. Site A will include up to approximately 35,000 gsf of retail uses located outside of the arena, consisting primarily of dining uses. Unlike the retail proposed on Site B, the experiential retail proposed on Site A will be expected to be attractive to not only the proposed hotel's guests and arena attendees, but also to Belmont Park patrons

and the community at large in order to animate the area independent of arena events. In addition to retail storefronts within the proposed buildings, retail may be located within a dedicated structure, and a program of pop-up installations and special events will complement the dining experience. Site B will accommodate up to 315,000 gsf of destination retail use within a "retail village." This retail area is intended to create a village-type atmosphere that will incorporate pedestrian pathways and squares, lined with small and unique buildings (with an average store size of 2,000 sf), featuring boutiques, restaurants, and special events to complement the shopping experience. NYAP does not propose to include any large-format "big box" retail uses. The complex is anticipated to host a collection of international, regional and local brands, as well as a collection of emerging, entrepreneurial and innovative brands identified within the New York metropolitan area. The retail village is intended to be a complementary, stand-alone use, meaning that it will not be reliant on the arena's attendees but will be expected to draw customers from Long Island and the Greater New York City metropolitan area, as well as from the national and international tourism industry. An illustrative view of the proposed retail village is contained in the FEIS as **Figure S-6**.

The 210,000 gsf hotel will contain up to 250 hotel guest rooms and will be located along Hempstead Turnpike on Site A, between the proposed arena and the South Lot. The hotel is designed with two wings connected by a pedestrian fly-over; the tallest element (exclusive of mechanical space) will rise to a maximum height of approximately 150 feet, and will be set back from Hempstead Turnpike by an access road and a corridor of trees.

The proposed office space totaling approximately 30,000 gsf will be located on Site A and is expected to be used by employees associated with New York Islanders and Proposed Project operations.

Approximately 10,000 gsf of community space will be funded, maintained, and operated by NYAP or its partners and will be located within one or a number of proposed structures (e.g., the office building, hotel, arena, retail buildings) and will offer an array of educational and career development services students, young adults, veterans, and other community members interested in careers in: sports and entertainment (e.g., sales, technology and systems operations, event production, and journalism); hospitality (e.g., guest relations, manager training, marketing, sales); food and beverage (e.g., culinary skills training, food business incubation, food service training, urban agriculture) and retail (e.g., product management, visual merchandising, retail fundamentals, and manager training).

The proposed open spaces will provide hard- and soft-scaped plazas on Site A and naturally landscaped areas on Site B. Approximately 3.75 acres of publicly accessible landscaped open spaces with walking paths, including a vegetated buffer (and natural berm) on Site B, will serve to separate the commercial and parking uses from the adjacent existing residences. An additional approximately 2.0 acres of landscaped plazas will be located on Site A. The multiple plaza areas will include sitting areas, gathering spaces for on-site events, and programming. The plazas are intended to be accessible to Belmont Park patrons at all times. In addition, NYAP will provide improvements and/or renovations to Elmont Road Park and Hendrickson Avenue Park. Improvements at both parks may include enhanced security measures, improved lighting, improved bathrooms, ADA access, multi-use sports fields, renovated basketball and handball courts, age-appropriate play areas and water play areas.

New parking on Sites A and B, and improved parking in the North, South and East lots will accommodate the Proposed Project's patrons and employees. Pedestrian access between Sites A and B will be through one or more of the following: a new pedestrian bridge above Hempstead Turnpike; the existing pedestrian/vehicular tunnel under Hempstead Turnpike that currently connects Site B to the Racetrack (the Belmont Park Road Tunnel); and/or the existing pedestrian only tunnel under Hempstead Turnpike that currently connects Site B to Belmont Park Racetrack. A pedestrian walkway will also be constructed from the south side of Hempstead Turnpike near the intersection of Wellington Road to the bus stop along the east side of the retail village, running on the east side of Belmont Park Road. There will be structured parking on Site A, including 400 spaces in new structured parking within and below the hotel's podium and 40 spaces in new parking within the arena's marshalling area, available to New York Islanders team members and staff. There will be approximately 1,500 parking spaces on one level of new structured parking beneath the proposed retail village on Site B. Site B also will include a taxi/ride-share services staging area and drop-off areas for taxi/ride-share and buses.

It is anticipated that NYAP, through a Parking License Agreement among NYAP, the FOB, and NYRA, will utilize up to approximately 6,014 surface parking spaces on the North, South and East Lots. The exact number of parking spaces to be provided through the agreement will be a number that ensures adequate parking to accommodate simultaneous NYAP and NYRA activities contemplated under the lease. NYAP will provide electric shuttle bus transportation at its cost from these lots to the Project Sites. The North Lot, currently consisting of mostly gravel parking areas, will be resurfaced and restriped. The South and East Lots will remain in their existing paved condition. New lighting will be provided in all three lots. Parking field illumination will be controlled by time clock and daylight sensors to operate from dusk to dawn. A lighting control system will provide the ability to lower light levels after events on site to limit unwanted lighting late at night, but still provide sufficient safety and security lighting. A buffer composed of a hedgerow (at least 8 feet in height) with dense evergreen vegetation along a new replacement fence (between 8 and 12 feet in height) with privacy screening will be provided along the northeastern boundary of the North Lot to shield the Floral Park-Bellerose School recreation space from parking activities in the North Lot. Additional fencing with privacy screening will be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue to shield the adjacent Floral Park neighborhood from parking activities in the North Lot. Vehicle access/egress to parking in the North Lot will be via the Cross-Island Parkway and via Hempstead Turnpike (e.g., Gate 5, Gate 14) for the East and South Lots. The East Lot will contain a bus parking area for shuttle, coach, and charter buses and a lounge area for use by bus drivers will be provided within the arena. Vehicles and pedestrians would be prohibited from using the entrances to Belmont Park at Plainfield Avenue (Gate 8) and Mayfair Avenue (Gate 9) for site access to the Proposed Project.

As part of the Proposed Project, improvements will be made at the intersection of Hempstead Turnpike at Locustwood Boulevard/Gate 5 Road (a Belmont Park entrance/exit). These will include: reconfiguring Hempstead Turnpike to include two eastbound left turn lanes, two eastbound through lanes, and one eastbound shared through and right turn lane; extending the length of the eastbound left turn; modifying the traffic signal phasing to provide an eastbound left turn phase with a southbound right turn overlap; reconfiguring Gate 5 Road to include one southbound shared left turn and through lane, one southbound right turn lane, and two

northbound receiving lanes; and relocating the crosswalk on Hempstead Turnpike from the west side of the intersection to the east side of the intersection.

NYAP and NYRA will also implement a property-wide security plan in conjunction with this development. On event days, NYAP will provide a security presence in each parking lot. On non-event days, NYAP will provide regular patrols by on-site security guards in the parking lots. NYAP will have security personnel, signage, and Closed-Circuit Television (CCTV) to monitor and enforce all parking lot regulations, including prohibitions against tailgating and celebratory honking. Management of major special events as well as crisis response will be conducted under the National Incident Management System (NIMS). A command center will be designed inside the arena to accommodate up to 30 personnel and will be scalable for any event that will be scheduled at the arena. Each of the project components (i.e., arena, hotel, office, and retail) will be responsible for the maintenance of its own buildings and portions of the property under their control.

PURPOSE AND NEED

The RFP solicitation for redevelopment of the Project Sites identified the following development objectives:

- Enhance Belmont Park to become one of Long Island's premier destinations for entertainment, sports, hospitality, and retail, with uses that are complementary to the existing Belmont Park Racetrack;
- Maximize economic benefit to the State while minimizing significant adverse environmental impacts;
- Provide a source of quality jobs for area and New York State residents;
- Benefit the neighborhoods and communities adjacent to and surrounding Belmont Park;
- Maximize incorporation of green building and sustainable design practices; and
- Feature meaningful participation of Minority-and Women-Owned Business Enterprises (MWBE), and Service-Disabled Veteran-Owned Businesses (SDVOB).

The Proposed Project responds to the development objectives in several ways. First, it intends to create a gateway to Long Island by creating a striking new presence for Elmont; attentive and sensitive architectural design, signage, public art, and landscape elements will transform the current vacant, underutilized, and substandard areas on the Project Sites to the benefit of the community. Second, it aims to create a premier destination by providing a year-round retail village, office space, community space, hotel, and arena, all of which will complement Belmont Park, enhancing economic benefit in comparison with the current underutilized and substandard character of the Project Sites. Economic risk will be minimized by commitment to lease terms as negotiated between NYAP and ESD and the combination of proposed world-class sports, entertainment, retail, and hospitality uses.

NYAP's Proposed Project aims to prioritize environmental sustainability, promote public safety, and build an asset of lasting importance and value to the greater community. The implementation of the plan is estimated to create over 3,000 permanent jobs and over 9,000 temporary construction jobs, including direct and indirect jobs. This significant investment in the metropolitan New York region will spur economic development and produce reliable and

permanent revenue streams for the benefit of the public. Moreover, NYAP is committed to paying a living wage, hiring locally, and encouraging MWBE and SDVOB participation, with apprenticeship programs and diversity initiatives and commitments anticipated during both construction and operations.

In addition, the proposed sports and entertainment arena will be an adaptable NHL-ready venue that will serve as the new and permanent home for the New York Islanders. The new arena is expected to attract a wide audience of new and existing fans, due to its modern and innovative design, and due to it being centrally located at the border of New York City and Long Island.

Overall, the Proposed Project will benefit the local community by providing new retail, hospitality and entertainment and substantial employment opportunities that can be locally accessed by adjacent communities. The Proposed Project will also provide local recreational and entertainment resources and community space. The Proposed Project incorporates passive public open space on Sites A and B, and will require the renovation and improvement of off-site park facilities within the Elmont community. The Proposed Project will target Leadership in Energy and Environmental Design (LEED) v4 certification, which indicates NYAP's commitment to a sustainably designed and built project. The Proposed Project will implement a variety of low-impact development methods, including the use of green stormwater infrastructure, pre- and post-consumer recycled materials, and high efficiency LED lighting and other infrastructure to reduce total energy demand.

CONSIDERATION OF POTENTIAL ENVIRONMENTAL IMPACTS, FACTS AND CONCLUSIONS DISCLOSED IN THE FEIS

LAND USE, ZONING, AND PUBLIC POLICY

The Proposed Project will not have any significant adverse impacts on land use, zoning, or public policy. The Proposed Project will result in a substantial change to the existing land use and character of Sites A and B, while the North, South, and East Lots will be used in a similar manner to what currently occurs with regard to event parking, but on a more frequent basis. In particular, the North Lot will be used more frequently for active parking during events as compared to its current use for the storage of vehicles, and NYRA-related equipment, horse shipping, feed storage, and overflow parking for the annual Belmont Stakes. The East Lot, which is currently used not only for vehicle dealership storage, but also for manure storage and removal, storage of construction and landscaping debris, and tractor-trailer training, will be used less frequently than the North Lot for active parking, but will be used on a regular basis for bus parking. While the Proposed Project will represent intensification of land uses on the Project Sites, the proposed land uses will be compatible with the existing development of the Belmont Park property as a racetrack and entertainment facility, which has been in existence for over 110 years. Furthermore, NYAP has committed to providing a hedgerow (at least 8 feet in height) with dense evergreen vegetation along a new replacement fence (between 8 and 12 feet in height) with privacy screening. This will be provided along the northeastern boundary of the North Lot to shield the Floral Park-Bellerose School recreation space from parking activities in the North Lot. Additional fencing with privacy screening will be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue to shield the

adjacent Floral Park neighborhood from parking activities in the North Lot. The proposed fencing and vegetated buffer (and natural berm) on Site B will serve to separate the commercial and parking uses from the existing residences.

The Proposed Project provides land uses that fit well within the existing Belmont Park property and community, and that will draw people to Belmont Park year-round. The proposed retail uses will complement, rather than directly compete with, existing retail facilities in the area. Thus, implementation of the Proposed Project, while substantially intensifying development on the Project Sites, is not expected to result in a significant adverse land use impact on the surrounding community.

The Project Sites are generally zoned residential (Residence B), although Sites A and B are zoned Business X along their Hempstead Turnpike frontage to a depth of 100 feet and the entire parcel (Site B) is mapped within the Town's Hempstead Turnpike–Elmont Overlay Zone (Gateway) (HT-E, G). Thus, the historical use of the Project Sites as a destination for sports and entertainment does not conform with the underlying zoning, nor will the proposed use of the property. Therefore, zoning overrides of the Hempstead BZO and Hempstead Town Code will be sought to effectuate the development of Sites A and B.

The non-conformity between the zoning and the uses and bulk of the Proposed Project on Site A is not considered significant because for over 110 years, Belmont Park has existed as a use that does not conform to the local zoning (as it pre-dated zoning in the area), and the proposed structures on Site A relate to the bulk and height of the existing Belmont Park Grandstand. The height of the proposed buildings on Site B would be no higher than what is permitted by the existing underlying residential zoning and underlying business zoning under certain conditions. The non-conformity between the zoning and the bulk of the proposed buildings 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. Additionally, the project components are 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. Additionally, the proposed redevelopment of Sites A and B is consistent with the local, County, and State comprehensive planning documents and policy recommendations, as one of the major goals consistently identified in policy statements at all levels is for this area to leverage the prominence of Belmont Park to spur economic development and to create an important gateway to Long Island.

Based on the scale of development, the number of employees and visitors who are expected to use the Project Sites and the parking lots will substantially increase, which will change the character of the site and surrounding community. The effect of the Proposed Project on community character will be felt mostly on the residential areas immediately adjacent to the Project Sites, particularly Site B, as there will be a substantial change in land use on that parcel. The activity generated by the arena, hotel and retail shops will be evident along Hempstead Turnpike. The office use will be substantially set back from Hempstead Turnpike (behind the arena) and will not be located near any residential neighborhoods or external

roadways. Much of the activity on Site A will center around events occurring at the arena, generally on nights and weekends. The core of the surrounding neighborhoods, particularly to the north and east of Site A, are shielded by the Belmont Park complex (including the Racetrack itself and the Backstretch area). As the retail village shops on Site B will be inward facing and substantially buffered by vegetation, the impacts to the community directly to the east and south surrounding Site B will be minimized. Vegetation will also buffer any surface parking, interior roadways, and drop-off areas within Site B from the surrounding residential communities. Furthermore, the Cross-Island Parkway and its right-of-way act as a buffer between Sites A and B and the communities to the west. Hempstead Turnpike also provides a buffer between Site A and residential communities to the south. Therefore, impacts from development on Sites A and B are not expected to be significant.

The continued, but more intensive use of the North and East Lots for parking may increase noise, litter, as well as the need for additional security. The Parking License Agreement among NYAP, the FOB and NYRA addresses the responsibility for maintenance and security of these lots. Furthermore, each of the project components (i.e., arena hotel, office retail) will be responsible for the maintenance of its own buildings and portions of the property under its control. To minimize impacts on the community, the parking lots will have security personnel, signage, and 24/7 CCTV to monitor and enforce all parking lot regulations, including prohibitions regarding tailgating and celebratory honking. Specifically, on event days, there will be a security presence in each parking lot. On non-event days, there will be regular patrols by on-site security guards in the parking lots. Staffing associated with traffic and parking, including crowd management agents, traffic and parking attendants, permit attendants, police and traffic enforcement will be distributed throughout the Project Sites and will handle various venues, parking lots and on-site as well as off-site roadways. The Applicant will also install a buffer composed of a hedgerow (at least 8 feet in height) with dense evergreen vegetation along a new replacement fence (between 8 and 12 feet in height) with privacy screening along the northeastern boundary of the North Lot to shield the Floral Park-Bellerose School recreation space from parking activities in the North Lot. Additional fencing with privacy screening will be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue to shield the adjacent Floral Park neighborhood from parking activities in the North Lot. The fencing and vegetation will be installed on Belmont Park property.

The intensification of development on the Project Sites and other directly affected areas will change the character of the surrounding community. However, Belmont Park is already a key feature that defines the character of the immediately surrounding community. ESD, having considered the change and intensification of uses at the Project Sites, has determined that the Proposed Project will have a synergistic effect with Belmont Park and will transform two underutilized sites into a vibrant, year-round operating and accessible mixed-use development that will be compatible with the surrounding area and therefore avoid significant adverse impacts.

COMMUNITY FACILITIES AND SERVICES

The Proposed Project will not result in significant adverse impacts to community facilities and utilities.

POLICE PROTECTION

The Fifth Precinct of the Nassau County Police Department (NCPD) services Belmont Park and surrounding areas and will be the first responder for the Proposed Project after on-site security personnel. There are no plans to modify or relocate the Fifth Precinct, and the Proposed Project will not displace any police protection facility.

The NCPD did not express any concerns about its ability to serve the Proposed Project. To supplement the NCPD, the Proposed Project will implement its own site security plans, which will include measures such as the deployment of security personnel, as well as monitoring and screening procedures. The proposed arena will include a command center from which security personnel will implement their own site security plan. Areas of focus will include the use of the most modern and effective screening and surveillance equipment as well as the establishment of a "secured perimeter" to the arena. On event days, there will be a security presence in each parking lot. NYAP will have security personnel, signage, and monitoring systems to enforce all parking lot regulations, including prohibitions against tailgating and celebratory honking. On non-event days, there will be regular patrols by on-site security guards in the parking lots. Camera infrastructure will be set up to monitor potential security threats. NYAP intends on obtaining a safety certification through the federal Department of Homeland Security that requires the development include a security command center, annual reporting, and self-testing as well as an integrated operational plan with local, state, federal, and international law enforcement. In addition, the property operators will coordinate with the NCPD and the Metropolitan Transportation Authority (MTA) police (at the LIRR Belmont Park Station) to ensure a safe and secure environment.

Therefore, ESD has determined that the Proposed Project will not have a significant adverse impact on police protection services.

FIRE PROTECTION AND AMBULANCE/EMERGENCY MEDICAL SERVICES

The Proposed Project will not directly displace any fire protection or emergency services.

The Elmont Fire Department indicated it is the primary fire protection service for the Elmont community including Belmont Park. Further, based on correspondence with the Elmont Fire Department, there will be no significant adverse impacts on the Elmont Fire Department services.

The Floral Park Fire Department (FPFD) responds to the Belmont Park property during working fires on the property to supplement the Elmont Fire Department, when needed. In addition, the FPFD responds to medical emergencies at the property, also when needed. Based on correspondence with the FPFD, there will be no significant adverse impacts on the FPFD, so long as emergency response time is not compromised due to increased traffic congestion from the Proposed Project. While the Proposed Project has the potential to slow down

emergency vehicle response times, with the proposed transportation mitigation measures described below, project-generated traffic volumes are not expected to significantly lengthen emergency vehicle response times in the FPFD service area.

The NCPD Emergency Ambulance Bureau (EAB) indicated it is the primary emergency medical service (EMS) and first responder for the majority of Nassau County, including the Elmont/Belmont Park area. Based on correspondence with the NCPD EAB, there will be no significant adverse impacts on the NCPD EAB services expected. In addition, there will be an ambulance housed on Site A (north side of Hempstead Turnpike) during all arena events, and an additional ambulance will be available during hockey games for use by an injured player.

Furthermore, local police/fire departments will be included as stakeholders in the Transportation Management Plan (TMP, see Appendix J of the FEIS). A Monitoring Plan (part of the TMP) will include monitoring for effects on emergency response times. Local police/fire departments will be included as stakeholders in the TMP. The Applicant will continue to review the conditions regarding provision of emergency services, first responders and transportation and will consult with stakeholders as part of the Monitoring Plan once the arena and other project components are operational.

Therefore, ESD has determined that the Proposed Project will not significantly affect the provision of services by the fire departments or emergency medical providers.

SOLID WASTE MANAGEMENT

The Proposed Project will not cause significant adverse impacts to solid waste facilities or solid waste services. The Proposed Project will increase the volumes of solid waste and recyclables, but it is not anticipated to burden solid waste collection or disposal facilities. The Proposed Project is expected to generate approximately 95.0 tons/week of solid waste between Site A and Site B. Solid waste will be collected by a private carter as in the existing condition for Site A. There will be new solid waste collection on Site B, which is currently only used as a parking lot for Belmont Park, as well as a vehicle storage site, and does not currently generate solid waste.

WATER SUPPLY

Potable water is supplied to Belmont Park by the Water Authority of Western Nassau County (WAWNC). Belmont Park is currently WAWNC's largest customer. The Proposed Project will increase water demand and is expected to have an average daily water demand of 135,925 gallons per day (gpd), excluding irrigation. Peak water demand is estimated at 2,600 gallons per minute (gpm). Total irrigation during the growing season is conservatively estimated at 50,000 gpd to 75,000 gpd. Both interior and exterior (irrigation) water conservation measures will be employed on the Project Sites to minimize water usage by the Proposed Project.

NYAP has consulted with WAWNC to discuss the ability of WAWNC to serve the Proposed Project, and, on August 6, 2019, WAWNC issued a letter stating that it can provide the volume of water needed for the Proposed Project with the installation by NYAP of a new water main to serve the Proposed Project. NYAP continues to consult and coordinate with the WAWNC to

determine the appropriate routing and sizing of the new main and the pavement restoration methods associated with its construction. Therefore, ESD has determined that the Proposed Project is not expected to result in significant adverse impacts on water supply.

SEWAGE DISPOSAL

The projected amount of sewage generation from the Proposed Project was calculated based on Nassau County sewage design flow rates. It is expected that sewage flow will be 135,925 gpd. Peak sewage discharge is estimated at 2,600 gpm. Sewage disposal occurs through connection to the Nassau County municipal sewer system and is treated at the Bay Park Sewage Treatment Plant (STP), located in East Rockaway. No off-site modifications to the sewer infrastructure will be required.

NYAP has consulted with the NCDPW, the agency that has jurisdiction over sewage disposal in the County, which has indicated that Site A could connect to the existing on-site 18-inch sanitary main, east of the Grandstand, and that sanitary discharge from Site B will flow to one of several potential sewer mains available in the surrounding roadways. NCDPW has further indicated that there is capacity in these mains to accommodate the sewage discharge from the Proposed Project and that the Bay Park STP is operating within its State Pollutant Discharge Elimination System (SPDES) permit capacity and has the capacity to treat the projected sewage effluent from the Proposed Project. Accordingly, the NCDPW has issued a letter of sewer availability for the Proposed Project for both the sewer infrastructure and the Bay Park STP. Therefore, ESD has determined that the Proposed Project will not have a significant adverse impact on sewage disposal infrastructure.

ELECTRICAL SERVICE

Electrical service is provided by PSEG Long Island. Early in the environmental review process, PSEG Long Island identified the need to construct an electrical substation to adequately serve the Proposed Project. With the construction of the new electrical substation, feeders and transmission lines, the electrical supply demands of the Proposed Project can be satisfied and, thus, there will be no significant adverse impact on electrical services.

PSEG Long Island indicated in a response letter that service will be provided to the Proposed Project with the construction of the new proposed electrical substation. Construction of the proposed electrical substation and associated equipment (feeders and transmission lines) will increase electromagnetic field (EMF) exposure in the immediate vicinity of the substation and transmission lines. However, EMF levels from the proposed electrical substation are not considered hazardous, and the proposed substation will not have a significant adverse impact on neighboring properties due to the distance to the nearest residences and other sensitive receptors (e.g., schools). Underground transmission lines will extend east from the electrical substation along Belmont Park Road for approximately 1.5 miles. The transmission lines will then transition to two riser poles on Plainfield Avenue and connect to existing overhead power lines on Plainfield Avenue. A transmission overpass will be installed to connect to the existing overhead circuit on Plainfield Avenue. The proposed transmission lines will result in a minimal increase of magnetic field strength, and field strength decays with distance. Thus, ESD has determined

that the proposed electrical substation and associated infrastructure will not have a significant adverse impact on the surrounding community.

NATURAL GAS SERVICE

Natural gas is provided by National Grid. However, as of the time of the completion of the FEIS, National Grid has stopped processing new applications for service for all residences, small businesses, and large development projects due to New York State Department of Environmental Conservation's (NYSDEC) rejection of the water quality permit for the Williams Pipeline, also known as the Northeast Supply Enhancement (NESE) project. Developments that require new gas connections for new projects must now seek alternative fuel sources, as National Grid cannot be relied upon to supply natural gas.

In the absence of the Applicant's preferred option of natural gas, the Applicant is considering the use of liquefied petroleum gas (LPG) propane service, electricity, or a combination of both. ESD finds that use of any of these fuel sources, including natural gas, would not result in any significant adverse impacts. Should LPG be used in lieu of natural gas, it will be stored in two 30,000 gallon underground tanks, for which installation and operations will be approved and conducted in accordance with the Fire Code (2015) of New York State (NYS Fire Code) and/or the Nassau County Fire Prevention Ordinance (NCFPO), which each provide a comprehensive regulatory framework for the storage, handling, transportation, and use of LPG systems.

OTHER COMMUNITY FACILITIES

Based on a review of the other technical sections of <u>the FEIS</u>, there will be no direct impacts on schools, libraries and hospitals (including no displacement of such facilities). In addition, because there will be no permanent population generated by the Proposed Project, there will be no indirect impact on schools and libraries. Depending upon the ambulance service and/or the specific medical issue, potential patients will be taken to various area hospitals. However, no significant adverse impact is anticipated.

With regard to day care facilities, Anna House was identified as a private day care facility located on the grounds of Belmont Park for use by Backstretch families. In addition, there are eight other registered day care facilities located within the study area. However, the Proposed Project will not introduce a permanent population and, thus, it will not create new demand for day care facilities. Accordingly, ESD has determined that there will be no significant adverse impact to surrounding day care facilities.

OPEN SPACE

The Proposed Project will not result in significant adverse impacts on publicly accessible open space or recreational resources.

DIRECT EFFECTS

The Proposed Project will introduce new publicly accessible open spaces to Belmont Park, including approximately 2.0 acres of hard- and soft-scaped plazas on Site A, and an approximately 3.75-acre landscaped open space with walking paths on Site B, along the southern and eastern boundary.

In addition to the proposed on-site open space, NYAP has committed to make improvements to two existing open spaces in the nearby community: Elmont Road Park and Hendrickson Avenue Park, both in the Town of Hempstead. Improvements at both parks may include enhanced security measures, improved lighting, improved bathrooms, ADA access, multi-use sports fields, renovated basketball and handball courts, age-appropriate play areas, and water play areas.

While the Proposed Project will displace approximately 5 acres of the existing "Backyard" space within Belmont Park, the plazas contemplated for Site A—with sitting areas, gathering spaces for on-site events, and programming—as well as the passive open space proposed for Site B will offset the loss of this space, and will meet the recreational space needs of existing Backyard patrons and new workers and visitors. The proposed, approximately 2.0 acres of hard- and soft-scaped plazas will be located outside the main entrance of the proposed arena, and will flow into the remaining portion of the Backyard and existing Belmont Park Paddock. Unlike the Backyard, which requires payment of a fee for entry, the newly created plaza space will be open to the public free of charge. The NYRA events currently held within the Backyard space are largely expected to continue in the future with the Proposed Project, utilizing the remaining Backyard space, or will be relocated to other parts of the Belmont Park property.

Based on a review of other technical analyses included in the FEIS, ESD has determined that the Proposed Project will not result in any significant adverse impacts on open space resources including from air quality, noise, or shadows, either during construction or during event- and non-event day operations. In addition, the Proposed Project will not preclude the ongoing use of existing open space resources at Belmont Park by Floral Park Memorial High School students.

INDIRECT EFFECTS

While the Proposed Project will introduce substantial new worker and visitor populations to the Project Sites, due to the campus-like nature of Belmont Park and the distance workers will travel to exit Belmont Park, it is unlikely that these workers or visitors will utilize open spaces within the communities surrounding Belmont Park, preferring to utilize on-site space at Belmont Park. To accommodate the new on-site populations, as well as the existing Backyard patrons and surrounding communities, new open spaces will be created as part of the Proposed Project, which will offset the incremental demands that the new workers and visitors will place on the existing recreational areas at Belmont Park.

Open spaces directly adjacent to Belmont Park—including the Belmont Bench Spread, Belmont Ball Park, and Hendrickson Avenue Park—may experience some increased utilization by Belmont Park workers and visitors as a result of the Proposed Project. However, ESD has determined that the increase is unlikely to be substantial, as access to these spaces from Belmont Park is limited along Hempstead Turnpike, and the proposed on-site amenities will support the recreational needs of workers and visitors.

HISTORIC AND CULTURAL RESOURCES

In a letter dated August 10, 2018, the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) determined that the Proposed Project will not result in any adverse impacts to historic and archaeological 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 Proposed Project will not have any direct or indirect impacts to onsite 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. No new structures will be constructed on the North Lot, with the exception of lighting poles and potential low scale ticket booths; however, the North Lot will be used more frequently for active parking during arena events as compared to its current use for the storage of vehicles and overflow parking for the annual Belmont Stakes. The Proposed Project will include a new replacement fence with privacy screening and a hedgerow with dense evergreen vegetation along the northeastern boundary of the North Lot to separate and screen the North Lot and the playing field in the rear of Floral Park-Bellerose School, and to reduce visibility. In addition, although Belmont Park is visible in the distance from the Floral Park-Bellerose School, the Proposed Project will be located far enough away from the school that visibility of its built structures will be insignificant. Therefore, ESD has determined that the Proposed Project will not have any direct (physical) or indirect (visual/contextual) impacts to architectural resources within the study area.

VISUAL RESOURCES

The Proposed Project will not result in significant adverse impacts to aesthetic resources because it will not impinge on viewsheds of the aesthetic resource and will not interfere with the public's enjoyment of Floral Park-Bellerose School and other historic resources in the study area, as well as local parks including Hempstead Ballfield, Hempstead Bench Spread, and Pat Williams Playground.

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

the hotel above the Grandstand/Clubhouse. Therefore, the Proposed Project on Site A will not result in significant adverse impacts to aesthetic resources in Elmont, Queens Village or Floral Park, as the Proposed Project will not obstruct views to aesthetic resources or otherwise significantly detract from, or cause a diminishment of the public's enjoyment of a resource.

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

The North Lot, currently consisting of mostly gravel parking areas, will be resurfaced and restriped. The South and East Lots will remain in their existing paved condition. All three lots will be illuminated. The proposed North and East Lots will be made more active and the North Lot will contain small ticketing booths. The East Lot will not contain any permanent ticketing structures. To reduce the potential for visual impacts to the S/NR-eligible Floral Park-Bellerose School and residential streets that abut the North Lot, a hedgerow (at least 8 feet in height) with dense evergreen vegetation will be planted along a new replacement fence (between 8 and 12 feet in height) with privacy screening along the northeastern boundary of the North Lot (generally following the property line between the North Lot and the Floral Park-Bellerose School), and additional fencing with privacy screening will be provided along Belmont Park Road from approximately Crocus Avenue to Mayfair Avenue. Views to the East Lot from residential streets in Floral Park will be partially obscured by the existing vegetation along the northern boundary of Belmont Park Road, which extends along the north end of the Training Track, and by the North Field on Belmont Park property, located north of the Training Track, which will also provide a green buffer. The East Lot parking will also be partially visible from the rear playing fields and running track at Floral Park Memorial High School along Plainfield Avenue, though views will be indirect and at a distance as the parking area is located towards the middle and south ends of the East Lot and views from the school's fields will either be across the existing Pony Track or largely blocked by existing buildings and vegetation, on Belmont Park property.

The Proposed Project will not result in any significant lighting-related impacts to aesthetic resources and other locally sensitive receptors within the study area. The proposed lighting strategy incorporates best-practices principles related to duration and usage, brightness, orientation, directionality, form, and fixtures that will minimize light pollution. The proposed new electrical substation will include a 20- to 24-foot-tall bus and converter tank, and approximately four 50-foot-tall lightning rods. The substation will be located across the North Lot from the Floral Park-Bellerose School, at a distance of approximately 1,000 feet. Views of the substation from Floral Park-Bellerose School will likely be minimal, due to the proposed screening at the edges of the North Lot, evergreen tree plantings at the perimeter of the substation, and the distance. The Proposed Project on the North, South, and East Lots will

not obstruct views to aesthetic resources or otherwise significantly detract from, or cause a diminishment of, the public's enjoyment of a resource.

Accordingly, while some visibility of structures resulting from the Proposed Project is anticipated from certain vantage points, ESD has determined that this visibility will not result in significant adverse visual impacts to aesthetic resources.

SOCIOECONOMIC CONDITIONS

The Proposed Project will not result in any significant adverse environmental impacts due to changes in socioeconomic conditions; it will, however, create local jobs and positive economic synergies.

ECONOMIC BENEFITS

Job Creation

Given its size and scope, the Proposed Project will create a substantial number of jobs. Construction activities associated with the Proposed Project will generate an estimated 9,240 full-time equivalent (FTE) temporary jobs, as that term is defined in the FEIS. Once operational, the Proposed Project will generate an estimated 3,179 FTE permanent jobs; this includes an estimated 2,455 direct on-site FTE jobs and an estimated 724 indirect and induced FTE jobs within the region. The direct permanent jobs will be largely within the Proposed Project's retail on Site B and the arena on Site A.

Economic Synergies

The Proposed Project will increase commercial investment in the immediate study area, drawing direct investment through building construction, enhanced retail activity and destination shopping, increased event-based economic activity, and office and community space activities. It will introduce new workers and visitors to the area, thereby increasing the area's spending power and benefiting existing commercial establishments. The Proposed Project's operations also will provide opportunities to utilize local material and services during construction and future operations of all businesses: retail, arena, hotel, and office. Finally, the Proposed Project will introduce new uses and amenities—such as on-site open space, dining and entertainment-oriented retail, and a hotel—that will be available to visitors to Belmont Park. These uses will complement NYRA's operations and will further its goal of enhancing the destination value of Belmont Park.

POTENTIAL ADVERSE EFFECTS ON SOCIOECONOMIC CONDITIONS

As detailed below, the Proposed Project will not result in significant adverse impacts due to direct displacement of business activities from the Project Sites and North and East Lots, as well as the potential for indirect residential or business displacement within a local study area and within broader trade areas.

Direct Business Displacement

The Proposed Project will displace the existing surface parking lots on Sites A and B and a substantial portion of the existing "Backyard" space at Belmont Park. While there are car dealerships that currently utilize portions of Site B and the North and East Lots for vehicle storage on month-to-month leases, it is expected that dealerships will relocate this use outside of the ½-mile study area. Irrespective of relocation, the vehicle storage use does not bring customers to the Proposed Project location; as such, potential displacement of this use will not result in a loss of consumer base from the local area, and will not result in significant adverse impacts. With respect to the NYRA events currently held within the Backyard space, those events are largely expected to continue in the future with the Proposed Project, utilizing the remaining Backyard space, or may otherwise be relocated to other parts of the Belmont Park property. Larger events that have been held in Site A or the South Lot (currently 3-4 day events, approximately 3 to 5 times a year) are expected to continue in the South Lot, but will require coordination between NYRA and NYAP. The commitment to coordinate these arrangements will be memorialized in the Parking License Agreement among NYRA, the FOB, and NYAP.

Indirect Residential Displacement

The Proposed Project will not add or directly displace populations and will not introduce new residents or housing that could affect residential market conditions. A majority of the Proposed Project's uses—including the proposed arena, hotel, office, and retail—are expected to have a regional draw and will not cater exclusively to local residents. The proposed on-site and offsite open space improvements along with the Proposed Project's community space will represent new amenities that cater more directly to local residents' day-to-day needs, but the scale of these proposed improvements is modest such that it will not be expected to substantively affect residential market conditions. Finally, based on analyses performed as part of the FEIS, all identified significant adverse traffic impacts within local neighborhoods could be fully mitigated with the exception of two traffic intersections. The adverse neighborhood effects from the Proposed Project will be limited, and will not individually or collectively present conditions that could impede efforts to attract residential investment to the area or create a climate for disinvestment.

Indirect Business Displacement

The Proposed Project will result in several changes to the study area's business and economic profile, namely: the introduction of dining and entertainment-oriented retail, luxury outlet retail, an arena, a hotel, and office and community space uses. The Proposed Project does not present conditions that could lead to indirect business displacement due to increases in property values and rent or due to a climate of disinvestment in the study area and primary trade areas. The Proposed Project will lead to economic and social gains that could make the surrounding communities more vibrant and potentially more attractive to businesses.

The proposed dining and entertainment retail, luxury outlet retail, arena, and hotel will influence consumer expenditure decisions within the local area and within broader trade areas. A detailed analysis was performed to determine whether these new uses could lead to

significant adverse impacts from displacement, particularly those resulting from competitive effects that will make it difficult for existing businesses to remain in the study area and concluded that the Proposed Project will not significantly affect competition within the primary trade areas in any of the sectors analyzed and that it will, therefore, not have the potential to generate significant adverse changes in neighborhood character due to displacement caused by competition. ESD accepts the conclusions of that analysis.

Local Retail: Dining and Entertainment

The Proposed Project will introduce up to 35,000 gsf of local dining and entertainment retail on Site A and will generate an estimated 328 direct (on-site) permanent jobs. When considering local retail sales from the Proposed Project, the projected dining and retail capture rate will be an estimated 49.6 percent. Currently, the capture rate for dining and entertainment in the primary trade area is 47.4 percent. These projected capture rates suggest that the primary trade area has the capacity to absorb the local retail component of the Proposed Project and that there is even room to grow. In fact, the Proposed Project is likely to attract visitors to the area, some of whom will increase demand for local commerce in areas surrounding the Project Sites, including dining and entertainment spending.

Luxury Outlet Retail

The Proposed Project will introduce up to 315,000 gsf of luxury outlet retail on Site B, thereby generating 1,148 direct permanent jobs. Adding these 1,148 direct permanent jobs to the 4,248 iobs anticipated in the "Future without the Proposed project" (or "No Action scenario") will result in an increase of 1.6 percent in direct permanent retail trade jobs in the New York City Region (a proxy for the New York-Newark-Jersey City, NY-NJ-PA Metropolitan Statistical Area [MSA]). Even when including the Proposed Project, the growth rate in retail trade jobs will remain level with the 1.6 percent increase observed from 2000 to 2016 in the New York City Region. This suggests that in the "Future with the Proposed Project" scenario, the trend in retail employment will be similar to previous years and that the MSA has the capacity to absorb the new luxury outlet retail at the Proposed Project without dramatically altering trends in this sector. This is particularly true because the trends in population, income, and tourism in the MSA are positive and the value offering at the luxury outlet retail component of the Proposed Project will be differentiated from the rest of the market. For the following reasons, the Proposed Project's luxury outlet retail offering will not lead to the displacement of other outlet shopping centers or lead to significant adverse impacts in the MSA: the primary trade area for the luxury outlet retail component of the Proposed Project is the entire MSA; retail trade growth in the MSA is expected to be positive; the concept offered by the luxury outlet retail component will be unique for the primary trade area; and the demand at this development will be supplemented by international destination shoppers. ESD concludes that, rather than crowding out commerce in the primary trade area, the draw of the new luxury outlet retail component will likely have positive spillover effects on the local retail (dining and entertainment) sector beyond the development within the ½-mile study area and the 3-mile primary trade area.

Arenas and Entertainment Venues

The Proposed Project's arena will generate an estimated 618 direct permanent jobs. Adding the 19,000 seats to those calculated under the No Action scenario (43,500) will result in a total increase of 18.6 percent over total current seats in the MSA. This rate of growth in arena/entertainment venue seats is a departure from the overall trend (an average annual rate of growth of 3.4 percent) in the New York City Region in employment in the Arts, Entertainment and Recreation sector, which is a proxy for the arena/entertainment venue sector. Nonetheless, the proposed arena will play a very particular role within the MSA and will not have significant competitive effects with other arenas in the primary trade area, which has a population of approximately 20 million people. As the home of the New York Islanders hockey team, this arena will primarily serve customers in Long Island (approximately 80 percent of arena visitors for hockey are expected to come from Nassau and Suffolk Counties). These customers will primarily be Islanders fans, a very specific group that no other arena in the MSA will compete for. Further, as discussed previously, the Arts, Entertainment, and Recreation sector is expected to continue to grow at a rate even greater than that of retail trade. It is thus expected that the MSA will be able to absorb economic activity from the arena and that, like the luxury outlet retail component, the arena will generate positive economic externalities for the surrounding communities.

The Nassau Coliseum and the Barclays Center, as far as sporting events are concerned, are expected to continue operations without major disturbances after the proposed arena opens because the Nassau Coliseum has already shifted away from hockey use and the Barclays Center has not had success as a home for the New York Islanders. As far as non-sporting events are concerned, the Barclays Center will continue to be the premier entertainment venue for the Borough of Brooklyn (with approximately 2.6 million residents), and the Nassau Coliseum will continue to focus on smaller-scale events than those hosted at the Barclays Center and the proposed arena. While the Proposed Project's arena and the Nassau Coliseum will be proximate geographically, both venues will attract visitors from throughout the entire MSA, which as previously stated is large enough to absorb the additional supply of events and entertainment. One venue might focus on larger shows, both venues could host the same acts on different nights, or perhaps host events marketed at different audiences. It is also likely that the Proposed Project will attract new consumers to the area, some of whom will attend events at Nassau Coliseum as well.

There are other smaller venues in the area such as Jones Beach Theater and Forest Hills Stadium, but these are both outdoor venues that attract acts that are of a different genre, style, and scale than what will be expected for an indoor arena of the size proposed for the Project Sites; these two smaller venues are also only open in warm weather seasons. Overall, the metro area is considered sufficiently large to comfortably absorb additional non-sporting events from the proposed arena without having a significant impact on the existing venues. The proposed arena will not lead to significant competitive pressures that will jeopardize the viability of other entertainment venues, and therefore ESD has determined that it will not result in significant adverse impacts due to competition in the MSA.

Hotels

The Proposed Project will include a hotel of approximately 210,000 gsf and up to 250 keys, which will generate an estimated 205 direct permanent FTE jobs. Adding these hotel jobs to those calculated under the No Action scenario (164) will result in an increase of 0.7 percent in direct permanent hotel jobs in Nassau County. Even including the Proposed Project, the growth rate in hotel jobs remains well below the 2.4 percent observed from 2000 to 2016 in Nassau County. This suggests that even in the "Future with the Proposed Project" scenario, the trend in hotel employment will be flatter than in previous years, and that Nassau County will be able to absorb the new hotel at the Proposed Project without dramatically altering trends in this sector. Further, as a full-service hotel primarily serving as a complement to the other commercial uses on the Project Sites (e.g., arena and luxury outlet retail), the hotel will be expected to draw largely from the visitors induced by the Proposed Project. Given its niche role within Nassau County and its immediate vicinity, and the fact that the hotel market in Nassau County is sufficiently robust, ESD has determined that the proposed hotel will not be expected to exert competitive pressures in its primary trade area that will lead to displacement, or to significant impacts that will cause adverse changes in neighborhood character.

HAZARDOUS MATERIALS

The assessment, based on Phase I Environmental Site Assessments and a Phase II subsurface investigation, found no evidence of significant contamination of soil, groundwater, or soil vapor. Nevertheless, a variety of measures will be incorporated into the Proposed Project to reduce the potential for exposure to any hazardous materials that may be present. With the incorporation of these measures, ESD has determined that the potential for significant adverse effects related to hazardous materials will be avoided.

WATER RESOURCES

The Proposed Project will not result in significant adverse impacts to water resources. The Proposed Project, including the addition of the electrical substation, will adhere to the relevant requirements and recommendations of the 208 Study, 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 SPDES general permit requirements. Sanitary waste generated by the Proposed Project will be disposed of via a connection to the NCDPW sewer system, and transported to the Bay Park STP, which discharges to Reynolds Channel and local embayment areas that are inland of the barrier islands and which is in compliance with its SPDES permit. Thus, since there is no sanitary discharge to the ground, there will be no impacts to groundwater from sewage disposal. Furthermore, the components of the Proposed Project will be connected to a municipal water purveyor. Therefore, impacts to groundwater at the Project Sites will be negligible. In addition, Phase I and II Environmental Site Assessments prepared for NYAP and a Phase I Environmental Site Assessment prepared for NYRA, found no evidence of significant contamination of groundwater, including no presence of an on-site plume. However, a variety of measures will be incorporated into the Proposed Project to reduce the potential for exposure to any hazardous materials in groundwater that may be present.

There will be no impacts to natural water features or wetlands, as no such features are found on the Project Sites or other directly affected areas.

Stormwater management systems will be installed during early stages of construction to manage stormwater runoff during construction, and various types of inlet protection will be employed in order to protect the existing and proposed drainage infiltration systems and off-site recharge basins. A formal Storm Water Pollution Prevention Plan (SWPPP) will be prepared and SPDES requirements (including the SPDES General Permit 0-15-002 for Stormwater Runoff During Construction Activities) will be followed.

Implementation of the Proposed Project will result in a decrease in impervious surface on Sites A and B, resulting in a slight reduction of volume of stormwater runoff. In addition, the Proposed Project's on-site stormwater management infrastructure for Sites A and B will 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. The North Lot, currently consisting of mostly gravel parking areas, will be resurfaced and restriped, and new drainage will be incorporated. Specifically, a system of drywells will provide storage and infiltration to accommodate any increased runoff due to the Proposed Project. The South and East Lots will remain in their existing paved condition; therefore, the runoff characteristics in these lots will not be altered by the Proposed Project.

On-site stormwater management structures and connections to a County recharge basin will collect and ultimately recharge stormwater to groundwater such that virtually all stormwater runoff from the Project Sites and the North Lot will either be contained and infiltrated on-site or discharged to an existing off-site recharge basin and infiltrated/recharged to groundwater there, resulting in an improvement over existing conditions. Accordingly, ESD has determined that there will be no significant adverse stormwater impacts as a result of the Proposed Project.

NATURAL RESOURCES

The Proposed Project will not result in significant adverse impacts to natural resources. The Proposed Project will eliminate the man-made water feature on Site A that is fed by the municipal water supply and overflows to the storm sewer system. It is concrete lined on the bottom and the side, does not contain any aquatic vegetation, and does not support fish, amphibians or reptiles.

The majority of the study area consists of low-quality and disturbed ecological communities, including paved parking lots, mowed lawns, and fragmented successional forests, in an urbanized setting that provides limited habitat for birds and other wildlife typical of developed suburban areas.

The Proposed Project will eliminate or modify ecological communities that are of limited value to wildlife (e.g., paved road/path and mowed lawn with trees), and will not result in uses that will further disturb wildlife in the study area. However, the Proposed Project will result in the loss of a number of mature trees that provide habitat for birds and other wildlife typical of developed areas. Landscaping, including the approximately 3.75 acres of landscaped open space on Site B and tree plantings, has the potential to improve habitats for birds and pollinator

species, as well as other wildlife within the Project Sites. Therefore, the Proposed Project will not have a significant adverse impact on vegetation and ecological communities. The South Lot, adjacent to the horse stables, will continue to be used for parking as under the existing conditions. The South Lot will be screened from wildlife in the stables area by the landscaped areas along Gate 5 Road just west of the stables. The proposed buildings, where feasible, will implement measures to reduce daytime bird collisions, and will not be of a sufficient height to impact nighttime migrations.

The NYSDEC Environmental Resource Mapper did not identify the potential for state-listed threatened, endangered, or special concern species within a half-mile of the study area. The U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Consultation (IPaC) system identified northern long-eared bat (*Myotis septentrionalis*); three bird species, piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*), roseate tern (*Sterna dougallii dougallii*); and two plants, sandplain gerardia (*Agalinis acuta*), and seabeach amaranth (*Amaranthus pumilus*); as federally listed species with the potential to occur within the study area. The study area does not contain suitable habitat for the federally listed bird or plant species. Although the study area possesses limited potential to provide suitable habitat for northern long-eared bats, a determination of no effect was received from USFWS on March 1, 2019, indicating that no further Endangered Species Act coordination or consultation is required. Based on that determination, ESD concludes that the Proposed Project will not adversely impact northern long-eared bats.

Seven state-listed willow oaks (*Quercus phellos*) are within the study area and five of these trees will be removed during construction. Two willow oaks will be preserved. The willow oaks observed were planted within Site B and do not represent a natural population. Because willow oak is a commonly planted tree in Nassau County and the New York City metropolitan area, these trees do not constitute one of the "five or fewer sites or very few remaining individuals" of this species in New York State as is intended by the New York Natural Heritage Program (NYNHP) "S1" rank. Therefore, ESD has determined that the removal of these trees does not constitute a significant adverse impact to protected willow oak populations.

TRANSPORTATION

LOCAL STREET NETWORK

Overall, the Proposed Project will generate a total of 832 primary vehicle trips (670 "ins" and 162 "outs") during the weekday AM peak hour, 4,261 vehicle trips (3,810 "ins" and 451 "outs") during the weekday PM peak hour, 4,075 vehicle trips (798 "ins" and 3,277 "outs") during the Saturday midday peak hour, 4,384 vehicle trips (3,758 "ins" and 626 "outs") during the Saturday PM peak hour, and 4,496 vehicle trips (240 "ins" and 4,256 "outs") during the Saturday night peak hour. Of the 38 intersections analyzed, the Proposed Project will result in significant adverse traffic impacts at six intersections during the weekday AM peak hour, six intersections during the weekday PM peak hour, nine intersections during the Saturday midday peak hour, six intersections during the Saturday PM peak hour, and two intersections during the Saturday night peak hour.

HIGHWAY NETWORK

Of the 37 highway segments analyzed on the northbound and southbound Cross-Island Parkway between the Southern State Parkway and Jamaica Avenue, the Proposed Project will result in significant adverse traffic impacts to six highway segments during the weekday AM peak hour, 15 highway segments during the weekday PM peak hour, 24 highway segments during the Saturday midday peak hour, 22 highway segments during the Saturday PM peak hour, and 21 highway segments during the Saturday night peak hour.

Of the five merge and weaving segments analyzed at the interchanges of the Cross-Island Parkway with the Long Island Expressway and Grand Central Parkway, the Proposed Project will result in significant adverse traffic impacts at one weaving segment during the Saturday midday peak hour and two merge segments during the Saturday PM peak hour.

LIRR SERVICE

On days with scheduled events at the proposed arena, it is anticipated that the LIRR will provide two round trip trains between Jamaica Station and the existing Belmont Park Station, with eastbound trains arriving at Belmont Park prior to the start of the event and westbound trains departing from Belmont Park following the conclusion of the event, which could accommodate the projected number of passengers that will use the LIRR, which will be expected to be used by up to 2,280 and 1,330 arena patrons arriving for weekday and Saturday events, respectively. It is unlikely that the Proposed Project will result in any impacts to platforms, stairways, or ramps at Belmont Park Station.

BUS SERVICE

It is likely that the Proposed Project will result in a significant adverse impact to Nassau Inter-County Express (NICE) and MTA bus routes during time periods before and after sold-out arena events, requiring some increases in bus service to accommodate bus rider trips made by arena patrons. Bus operators typically adjust their service based on ridership and market demand and it is anticipated that such increases in service will be coordinated with NYAP as part of the transportation management plan for the arena. Additional bus service would likely occur during off-peak periods when buses already part of the NICE bus or MTA bus fleet would be available.

PARKING

The Project Sites include a total of 1,900 parking spaces in new structured parking beneath the retail village and within and below the hotel's podium. During times of high attendance arena events and/or peak shopping periods, approximately 6,014 additional parking spaces on the North, South, and East Lots will be made available to NYAP through a Parking License Agreement among NYAP, the FOB, and NYRA. The peak parking demand for the Proposed Project will occur during times of arena events when there will be demand from both arena employees and patrons as well as retail shoppers and other visitors. The Proposed Project will generate its maximum parking demand of 6,846 spaces on a weekday evening with a concert at the arena, which could be accommodated by the parking provided on the Project Sites and the

North, South, and East Lots. The analysis of parking conditions also considered the combined parking demand of the Proposed Project with live daytime racing at Belmont Park. The maximum combined parking demand of the Proposed Project and Belmont Park will occur during the Saturday midday period (a demand of 7,541 spaces), which ESD determines could be accommodated by the parking provided on the Project Sites and the North, South, and East Lots.

PEDESTRIAN CIRCULATION

The Proposed Project will provide pedestrian connectivity between the parking facilities and public transportation services with the arena, retail, hotel, office, and community space uses. During arena events and/or peak shopping periods, shuttle buses will be provided to transport attendees between the North and East Lots and the arena, or between the South and East Lots and the retail village, so that patrons will not have to walk unreasonable distances. The Proposed Project will provide one or more grade-separated pedestrian connections providing access between the portions of the Project Sites located on the north and south sides of Hempstead Turnpike, and will not introduce at-grade crossings of this roadway adjacent to the Project Sites.

VEHICULAR AND PEDESTRIAN SAFETY

A crash analysis performed for the roadway segments and intersections analyzed in Nassau County revealed crash patterns that are consistent with what will be anticipated on roadway segments and intersections similar to those studied. Although the Proposed Project will result in an increase in traffic volumes on the roadways in the local street network and at intersections within the study area, it is not anticipated that the project-generated traffic volumes will unduly influence the rate of accident occurrence. In addition, roadway improvements planned by New York State Department of Transportation (NYSDOT) have the potential to enhance traffic and pedestrian safety.

A review of crash data for the traffic study area intersections in Queens for the most recent three-year period for which data were available identified one intersection—Hempstead Avenue and Springfield Boulevard—as a high-crash location. This intersection will experience modest increases in conflicting turning volumes in the analyzed peak hours as a result of the Proposed Project and is categorized as a priority intersection as part of New York City's Vision Zero initiatives, and it also lies on Hempstead Avenue, which is categorized as a priority corridor. As part of its Vision Zero initiatives, the City will explore additional measures for potential implementation at this high-crash location to enhance traffic and pedestrian safety.

AIR QUALITY

The screening analysis determined that none of the Proposed Project-affected intersections will require a detailed microscale air quality analysis. The analysis of the proposed parking facilities determined that the emissions from vehicles using the facilities will not result in any significant adverse air quality impacts.

Based on stationary source dispersion modeling, there will not be any potential significant adverse air quality impacts from emission of nitrogen dioxide and particulate matter from the proposed heat and hot water systems for the Proposed Project.

CLIMATE CHANGE

The building energy use and vehicle use associated with the Proposed Project are estimated to generate between 163 and 172 thousand metric tons of carbon dioxide equivalent (CO₂e) emissions per year.

The Applicant is currently evaluating specific energy efficiency measures and design elements that may be implemented, and is seeking to achieve certification under the LEED for Building Design and Construction rating system, version 4. The Applicant is committed at a minimum to achieve the prerequisite energy efficiency requirements under LEED and will likely exceed them. To qualify for LEED, the Proposed Project will be required to exceed the energy requirements of New York State's Energy Conservation Construction Code (currently the same as ASHRAE 90.1-2013), resulting in energy expenditure lower than a baseline building designed to meet but not exceed the minimum building code requirements by approximately 12 to 20 percent for new construction. The Proposed Project's commitment to building energy efficiency, exceeding the energy code requirements, will ensure consistency with the decreased energy use goal defined in the *Climate Smart Communities Pledge* described more fully in the FEIS as part of the Town's greenhouse gas (GHG) reduction goal.

The Proposed Project will also support the other GHG goals because it is proximate to public transportation, will rely on natural gas, LPG, or electricity, or a combination thereof (rather than fuel oil), committed to construction air quality controls and will use recycled steel and cement replacements as part of its construction. Therefore, based on the commitment to energy efficiency and by virtue of location and nature, the Proposed Project will be consistent with the Town's emissions reduction goals, as defined in the *Climate Smart Communities Pledge*.

As the Proposed Project will be located outside of the potential future flood zones as projected by New York State, all components of the Proposed Project will be located well above flood elevations out to 2100 and beyond. Accordingly, ESD has determined that the infrastructure for the Proposed Project will be able to accommodate peak precipitation under future conditions, and implementation of the Proposed Project will not have a significant adverse impact on on-site or off-site stormwater management facilities, stormwater runoff on surrounding communities, and will not exacerbate local flooding conditions during severe precipitation events.

NOISE

The Proposed Project will not cause noise level increases that will exceed thresholds established for determining significant adverse impacts according to applicable noise evaluation guidance. Additionally, the Proposed Project will not result in total future noise levels at any surrounding residential properties that will exceed the threshold recommended by NYSDEC for residential use. Consequently, operation of the Proposed Project will not result in a significant adverse noise impact at any of these receptors.

Future noise exposure levels at the proposed hotel will slightly exceed the threshold recommended by NYSDEC for residential use. However, the hotel will be constructed to provide a sufficient façade noise attenuation to ensure interior noise levels are below 45 dBA, which is generally regarded as acceptable for areas where people will sleep. Consequently, ESD has determined that the predicted noise levels at the proposed hotel will not constitute a significant adverse noise impact.

CONSTRUCTION IMPACTS

Construction of the Proposed Project will result in significant, albeit temporary, adverse transportation and noise impacts. For all other technical areas, construction activities associated with the Proposed Actions will not result in significant adverse impacts. Findings specific to each of the key technical areas are summarized below.

TRANSPORTATION

During construction activities, traffic to the Project Sites, other directly affected areas (North, South, and East Lots and the proposed electrical substation), and other off-site locations for utility work will be generated by construction workers and trucks traveling to and from the construction sites. The results of a detailed traffic analysis show that construction activities associated with the Proposed Project during the projected peak quarter of construction will result in temporary significant adverse traffic impacts at 3 intersections out of the 10 intersections analyzed during the 6:00 AM to 7:00 AM peak hour, and 3 intersections out of the 10 intersections analyzed during the 5:15 PM to 6:15 PM peak hour.

Temporary lane and/or sidewalk closures may be required along Hempstead Turnpike adjacent to the Project Sites to facilitate construction of one or more grade-separated connections between Sites A and B, utility connections and sidewalk improvements. The placement of the spans for a pedestrian bridge across the Hempstead Turnpike will be anticipated to require limited full lane closures in both directions; these closures will likely occur during the night. Temporary lane closures will also be required along portions of Hempstead Turnpike between the Project Sites and Plainfield Avenue for upgrades and extensions of utilities; these will typically occur during the day outside of the commuter peak hours. In these instances of temporary lane closures, Work Zone Traffic Control (WZTC) plans will be implemented to ensure minimum disruption to traffic or pedestrian flow. In the event of a temporary street closure, detour plans will be prepared in coordination with NYSDOT and/or New York City Department of Transportation (NYCDOT).

It is anticipated that the projected number of peak hour bus trips (including transfers that will be made to/from subways or the LIRR) made by construction workers during the peak period of construction could be accommodated by existing bus routes that serve the Project Sites and are not expected to have significant adverse impacts to transit.

The parking demand associated with construction workers commuting via private autos will be accommodated by parking spaces provided on the Project Sites and/or the North, South, and East Lots throughout the duration of construction activities. During the running of the Belmont Stakes in 2020 and 2021, when both Sites A and B will be under construction, it is expected

that parking for Racetrack attendees could be accommodated on-site, but vendors and staff may need to park at an off-site location and be bused to Belmont Park. Throughout the duration of construction activities, it is anticipated that parking demand associated with Racetrack patrons on other days of the Spring and Fall Meets could be accommodated on-site. Therefore, ESD has determined that no significant adverse impacts to parking are expected.

AIR QUALITY

A mandatory emissions reduction program will be implemented for the Proposed Project to minimize the air quality effects of construction activities on the surrounding community. Measures will include, to the extent practicable, dust suppression measures, use of ultra-low sulfur diesel (ULSD) fuel, idling restrictions, use of electrical equipment instead of diesel equipment, best available technologies, and the utilization of newer equipment. With these measures in place, and given the temporary nature of the construction activities, ESD has determined that construction activities associated with the Proposed Actions will not result in any significant adverse air quality impacts.

NOISE AND VIBRATION

A quantified construction noise analysis was performed to assess the potential for significant adverse noise impacts during construction of the Proposed Project. The analysis considered the "worst-case" scenario (i.e., the conditions that will have the potential for producing the maximum noise levels) for construction at each of the Proposed Project construction sites (including construction activities on Sites A and B and other directly affected areas) and considered the effects of construction activities and construction equipment operated on the Proposed Project construction sites combined with the noise related to construction-generated trucks on roadways.

Construction of the Proposed Project will be expected to result in elevated noise levels at nearby receptors, and noise due to construction will at times be noticeable and potentially intrusive. While construction noise may be readily noticeable at times, noise levels during even the worst-case construction activity will be considered acceptable for sensitive uses by NYSDEC at most nearby receptors. At the Floral Park-Bellerose School's athletic field north of the North Lot, while construction noise may be readily noticeable and intrusive at times, the duration of construction will be limited, and the use of this open space is primarily for active recreation (e.g., sports, physical education, recess), which is less sensitive to noise compared to a purely passive open space. Consequently, construction of the Proposed Project will not result in any significant noise impacts at this receptor. At residential locations immediately adjacent to Site B, worst-case construction noise levels were predicted to experience noise level increases greater than 10 dBA, which exceeds the acceptable criteria for residential uses provided by NYSDEC. As a result of the construction noise levels that will occur at these receptors over an extended duration, residences along Huntley Road, both sides of Wellington Road between Hempstead Turnpike and 109th Avenue, and the west side of Wellington Road between 109th Avenue and Hathaway Avenue will have the potential to experience significant adverse construction noise impacts for approximately 20 months during Proposed Project construction. Maximum noise levels could impact horses and impulsive and short-duration noise has the potential to elicit startle reactions. When construction activities overlap with horse training, the Applicant and construction team will coordinate with the horse training

operators to adjust construction means, methods, and scheduling whenever possible to reduce the potential for adverse noise impacts.

At the Belmont Park Dormitories located along the western edge of the stable area near Gate 5 Road, worst-case construction noise levels during the approximately 4 months of sheet pile installation at the arena will result in increases over existing noise levels of approximately 8 dBA, which exceeds the acceptable criteria for residential uses provided by NYSDEC. However, at these dormitories during all other construction periods outside of the worst-case construction, and at all other dormitories analyzed during all construction periods, total construction noise levels will be less than 65 dBA. While construction noise may be readily noticeable at times, due to the limited duration of worst-case construction noise levels which exceed the acceptable criteria for residential uses, construction of the Proposed Project will not rise to the level of a significant noise impact at any Belmont Park Dormitories. Vibrations from demolition, excavation, and foundation work for the Proposed Project will be expected to be imperceptible and will not have the potential to result in architectural or structural damage to even a structure extremely susceptible to damage from vibration. Therefore, ESD has determined that vibrations from the Proposed Project will not have the potential to result in a significant adverse impact at any surrounding receptors.

NATURAL RESOURCES

Construction of the Proposed Project will not result in significant adverse impacts to vegetation and ecological communities, wildlife, or threatened or endangered species. The vegetation and ecological communities within Site A, Site B, the South Lot, the North Lot, the East Lot and the Belmont electrical substation, are limited to mowed lawns with trees, mowed lawn, paved road/path communities, and construction/road maintenance spoils, and successional southern hardwood forests. Approximately 124 trees will be removed from Site A and 66 trees will be removed from Site B. A minimal number of trees will be removed from the North Lot, South Lot, and proposed electrical substation area. No trees will be removed from the East Lot. Erosion and sediment control measures implemented in accordance with the SWPPP developed in accordance with NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity (Permit Number GP-0-15-002), and tree protection measures implemented prior to construction will minimize potential impacts to trees and ecological communities outside the area of construction disturbance.

Construction of the Proposed Project will not have significant adverse impacts to wildlife at either the individual or population level. The habitats that will be lost due to clearing activities are common within the vicinity of the study area. Wildlife displaced due to clearing, or by noise and increased human activity associated with construction, will have the potential to relocate to similar habitat near the study area, and the potential loss of some disturbance-tolerant wildlife will not result in significant adverse impacts to populations of these species commonly found within developed areas of Long Island. The man-made water feature in Site A does not support fish, aquatic reptiles or amphibians, but may support some aquatic invertebrates (e.g., aquatic insects). ESD has determined that the loss of this small area of aquatic habitat for aquatic invertebrates will not result in significant adverse impacts to populations of these insects or wildlife that may prey on them.

The removal of seven planted willow oaks—a commonly planted tree in Nassau County and New York City—will not be considered a significant adverse impact to protected willow oak populations and will not be considered a significant adverse impact to naturally occurring, willow oak populations. Although the study area possesses limited potential to provide suitable habitat for northern long-eared bats, a determination of no effect was received from USFWS on March 1, 2019, indicating that no further Endangered Species Act coordination or consultation is required. Therefore, construction of the Proposed Project will not have significant adverse impacts to threatened, endangered, and special concern species and significant natural communities.

ALTERNATIVES

NO ACTION ALTERNATIVE

No changes in use are anticipated for the Project Sites under the No Action Alternative. Site A would continue to be used for parking related to Belmont Park Racetrack and its associated activities and events, as well as for staging special events. Site B would continue to be used for parking related to Belmont Park Racetrack and its associated activities and events, and for vehicle storage. The other directly affected areas (including the North, South and East Lots and the area of the proposed electrical substation) would continue in their current conditions.

The significant adverse impacts anticipated for the Proposed Project would not occur with the No Action Alternative. Specifically, traffic, bus service, parking (potential), and constructionperiod traffic and noise impacts identified for the Proposed Project would not occur under the No Action Alternative. However, the No Action Alternative would not meet the State's development objectives for the Project Sites. Specifically, it would not create a gateway to Long Island by creating a striking new presence for Elmont, transforming the current vacant and underutilized space on the Project Sites to the benefit of the community. It would not create a premier destination by providing a year-round retail village, office space, community space, hotel, and arena, all of which would complement Belmont Park, enhancing economic benefit in comparison with the current underutilized character of the Project Sites. The No Action Alternative would not create over 3,000 permanent jobs and over 9,000 temporary construction jobs, including direct and indirect jobs. It would not provide a new and permanent home for the New York Islanders. ESD has determined that, unlike the Proposed Project, the No Action Alternative would not benefit the local community by providing new entertainment offerings, retail, hospitality, community space, on- and off-site open space improvements, and substantial employment opportunities that can be locally accessed by adjacent communities.

NO UNMITIGATED IMPACT ALTERNATIVE

This alternative considers development that would not result in any identified significant adverse impacts that could not be fully mitigated. The FEIS analyses identified significant adverse traffic and construction noise impacts for which there are no practicable mitigation measures.

Because of existing congestion and physical constraints at the intersection of Hempstead Avenue at Springfield Boulevard, even a minimal increase in project-generated traffic would trigger a significant adverse traffic impact that could not be fully mitigated. Thus, no

reasonable alternative could be developed to completely avoid unmitigated traffic impacts without substantially compromising the stated goals of the Proposed Actions. Additionally, any development on Site B that would require excavation and foundation construction would have the potential to result in unmitigated significant adverse construction noise impacts. To eliminate all unmitigated significant adverse impacts, the Proposed Project would have to be reduced in size or modified to a point where it would not meet the State's development objectives for the Project Sites. Accordingly, ESD has determined that there is no viable no unmitigated impact alternative.

NO ARENA ALTERNATIVE

This alternative represents a smaller-scaled project that would develop the elements of the Proposed Project but without an arena on Site A. Site A would be developed with the same hotel, office, "experiential" retail and food and beverage uses, community space, and open space as the Proposed Project.

Like the Proposed Actions, the No Arena Alternative would not result in significant adverse impacts with respect to: land use, zoning, and community character; community facilities and utilities; open space and recreational resources; historic and cultural resources; visual resources; socioeconomic conditions; hazardous materials; water resources; natural resources; LIRR service; pedestrian circulation; air quality; and noise.

The No Arena Alternative would eliminate the impact to bus service that would occur with the Proposed Project. With respect to operational traffic and construction traffic and noise, the No Arena Alternative may lessen, but not eliminate those impacts. While both the No Arena Alternative and Proposed Project would result in unmitigated traffic and construction noise impacts, one unmitigated impact to the local street network would be eliminated under the No Arena Alternative during the Saturday PM peak hour.

The overarching goals of the State for the Belmont Park property are to foster economic development and increase activity at Belmont Park with uses that are compatible with the Racetrack and the surrounding neighborhoods. The proposed new uses under the No Arena Alternative would activate sites that are used only on a sporadic basis over the course of a year, but to a lesser extent than the Proposed Project. While this alternative would transform the current vacant and underutilized space on the Project Sites with new uses, without an arena, it would be less of a premier destination for entertainment, sports, hospitality, cultural, community, recreational, and retail uses that are complementary to the existing Belmont Park Racetrack. It also would not provide a new and permanent home for the New York Islanders, which is expected to attract a wide audience of new and existing fans. The No Arena Alternative would not create as many permanent jobs or temporary construction jobs as the Proposed Project. In addition, this alternative would not realize any of the other economic benefits associated with construction and operation of a multi-purpose arena serving as a professional hockey venue, and hosting major concerts, college sports, conferences, and family events. Overall, ESD has determined that this alternative would not substantially avoid or reduce project-related significant adverse impacts, and would be less effective in meeting the State's development objectives for the Project Sites.

NO RETAIL VILLAGE ALTERNATIVE

This alternative considers a smaller scaled project similar to the Proposed Project, but without the retail village.

Like the Proposed Actions, the No Retail Village Alternative would not result in significant adverse impacts with respect to: land use, zoning, and community character; community facilities and utilities; open space and recreational resources; historic and cultural resources; visual resources; socioeconomic conditions; hazardous materials; water resources; natural resources; LIRR service; pedestrian circulation; air quality; and noise.

With respect to operational traffic and construction traffic, compared with the Proposed Project, the No Retail Village Alternative would lessen, but not eliminate those impacts. Both the No Retail Village Alternative and Proposed Project would result in the same unmitigated traffic impacts to the local street network. The construction noise impacts of the Proposed Project would be eliminated under the No Retail Village Alternative.

Similar to the Proposed Project, this alternative would transform Site A, an underutilized site, into a vibrant, year-round operating and accessible mixed-use development that would be compatible with the surrounding area. The No Retail Village Alternative would maintain parking uses on Site B with open spaces similar to the Proposed Project. These would be less intensive uses than with the Proposed Project. However, for a variety of reasons, ESD finds that the No Retail Village Alternative would not meet the State's development objectives for the Proposed Project as well as those of the Town of Hempstead. The overarching goals of the State for the Belmont Park property are to foster economic development and increase activity at Belmont Park with uses that are compatible with the Racetrack and the surrounding neighborhoods. A principal goal of the Proposed Project is to transform what is now an underutilized area in Western Nassau County into a gateway to Long Island by creating a striking new presence for Elmont, transforming the current vacant and underutilized space into a premier destination with vibrant year-round activity and enhancing economic benefit to the community and the County. Moreover, the Town of Hempstead, in the Elmont Community Vision Plan and its Building Zone Ordinance, specifically designated Site B as part of a Gateway District, stating that if the Town were to obtain zoning jurisdiction over that portion of Belmont Park, it would enact land use regulations to allow for retail and other commercial development such as that which is the proposed retail village. Under the No Retail Village Alternative, the primary activity on the Project Sites would be the arena, which would be limited to days with arena events. This would be contrary to the goal of creating a year-round, full-time gateway and economic engine in Western Nassau County.

In addition, under the No Retail Village Alternative, the economic benefits of the Proposed Project would include fewer temporary and full time direct jobs, fewer indirect jobs, and would not generate non-PILOT taxes (sales and income taxes) to the Town, County, and State, or PILOT revenues from activities on Site B to the same extent as would be generated under the Proposed Project.

Accordingly, ESD has determined that while this alternative would avoid the significant adverse impacts of the Proposed Project with respect to construction noise, it would not substantially avoid or reduce project-related significant adverse impacts related to construction

and operational transportation and would be less effective in meeting the State's development objectives for the Project Sites.

ALTERNATE SITE PLAN ALTERNATIVE

At the time of the issuance of the Draft Scope for the DEIS, two site plan options were under consideration for the Project Sites: Site Plan Options 1 and 2. The primary difference between the two options was the allocation of the proposed retail uses across Sites A and B. Site Plan Option 1 would locate all of the proposed retail uses on Site A with the proposed arena, hotel, and office uses, while Site Plan Option 2 would locate the proposed retail village on Site B. Site Plan Option 2 was selected as the preferred site plan, and it is the basis for the Proposed Project. This Alternate Site Plan Alternative reflects Site Plan Option 1.

Like the Proposed Actions, the Alternate Site Plan Alternative would not result in significant adverse impacts with respect to: land use, zoning, and community character; community facilities and utilities; open space and recreational resources; historic and cultural resources; visual resources; socioeconomic conditions; hazardous materials; water resources; natural resources; LIRR service; pedestrian circulation; air quality; and noise.

Like the Proposed Project, the Alternate Site Plan Alternative would result in significant adverse operational traffic and bus service impacts, as well as significant adverse construction traffic and noise impacts. As the Alternate Site Plan Alternative would have the same program as the Proposed Project, it would have similar traffic and bus impacts, with minor differences accounting for variations in travel patterns and directionality of trips in the immediate vicinity of the Project Sites. It is expected that the same unmitigated adverse traffic impacts would occur under this alternative.

With respect to construction noise, the Alternate Site Plan Alternative would eliminate the significant adverse construction noise impact at Wellington Road (east side, between 106th Avenue and 109th Avenue, and west side, between 109th Avenue and Hathaway Avenue) that would occur with the Proposed Project. Other residences immediately adjacent to Site B would experience significant adverse noise effects of a similar magnitude but for a shorter duration compared with the Proposed Project.

ESD has determined that the Alternate Site Plan Alternative would meet the State's development objectives for Site A, but less so for Site B. Similar to the Proposed Project, this alternative would transform Site A, an underutilized site, into a vibrant, year-round operating and accessible mixed-use development that would be compatible with the surrounding area. The Alternate Site Plan Alternative would develop Site B with less intensive uses than with the Proposed Project. However, with Site B developed primarily with parking and open space uses, this alternative would not generate comparable levels of vibrancy and economic activity south of Hempstead Turnpike. Additionally, the Applicant is confident that the Proposed Project's layout would better maximize the economic potential of the Project Sites as compared to this alternative. Accordingly, ESD finds that this alternative would not substantially avoid or reduce project-related significant adverse impacts, and would be less effective in meeting the State's development objectives for the Project Sites.

SUMMARY OF MITIGATION MEASURES TO BE IMPLEMENTED

ESD has identified a number of measures, described herein, that will either fully or partially mitigate the significant adverse impacts identified in the FEIS and summarized in this Findings Statement. ESD will require that NYAP implement those measures, through a Memorandum of Environmental Commitments (MEC) entered between ESD and NYAP that will be made a condition of the lease.

TRANSPORTATION

The Proposed Project will result in significant adverse impacts on the local street network, the highway network, and bus service, as well as potential impacts to parking. Significant adverse impacts on LIRR service, pedestrian circulation and vehicular and pedestrian safety were not identified.

The transportation mitigation measures have been reviewed and assessed by the expert transportation agencies with jurisdiction over roads, highways, and bus services located within the FEIS transportation analysis study areas. Those agencies consist of NYSDOT, NYCDOT and NCDPW, MTA, and NICE. NYCDOT and NYSDOT reviewed the transportation analyses included in the FEIS and stated in letters to ESD that the traffic volumes projected in the FEIS for the Proposed Project's mitigated condition were reasonable. Furthermore, all of the above-referenced transportation agencies have advised ESD that the mitigation measures contained therein include a range of effective strategies to mitigate significant adverse traffic impacts to the maximum extent practicable.

The transportation mitigation measures consist of a new LIRR Elmont Station that will be added to the LIRR Main Line; Implementation of a comprehensive TMP; standard traffic engineering improvements; and adjustments to bus service. The TMP includes a combination of demand management strategies aimed at reducing the volume of project-generated peakhour vehicular trips, changing travel patterns to redistribute traffic away from critical highway segments, and shifting demand from auto to alternate modes of transportation. The TMP, which will be mandated by the MEC and has been reviewed by NYSDOT, NYCDOT and NCDPW, will be implemented from the opening of the arena and then reviewed and refined on a regular basis at meetings with stakeholders such as transportation agencies, police departments, and local municipalities, enabling continued improvement and adaptation to reflect actual field conditions. A monitoring program during Proposed Project operations will be undertaken to identify which of the mandated demand management strategies are most effective at minimizing impacts to the maximum extent feasible. Before the opening of the arena, the scope of work for the monitoring program will be finalized. Monitoring will then be conducted on a regular basis, including monthly surveys after the opening of the Proposed Project, quarterly surveys during the first two years of operation, and annual surveys thereafter for hockey and other representative large events. The results of these surveys will be reported to ESD. The TMP will identify actions needed for different days of the year, and for different types and sizes of events. The TMP will serve as an integral component of Proposed Project operations and be reviewed and refined on a regular basis at meetings held by the Applicant on at least a quarterly basis with the stakeholders. Any revisions to the draft TMP will be submitted to ESD for its review and approval, prior to the commencement of operations at the

Site and, following commencement of operations, prior to the implementation of any proposed changes to the TMP.

Traffic

Local Street Network

Of the 38 intersections analyzed on the local street network, the Proposed Project will result in significant adverse traffic impacts at six intersections during the weekday AM peak hour, six intersections during the weekday PM peak hour, nine intersections during the Saturday midday peak hour, six intersections during the Saturday PM peak hour, and two intersections during the Saturday night peak hour.

The aforementioned intersections with significant adverse traffic impacts could be fully mitigated via implementation of standard traffic engineering improvements such as: the installation of new traffic signals at currently unsignalized intersections, modification of signal phasing and timing at currently signalized intersections, deployment of traffic enforcement agents (TEAs) before arena events, implementation of turn prohibitions where needed, geometric improvements at specific intersections to provide improved channelization, lane restriping, and/or new lane designations. With such measures, significant adverse traffic impacts will be fully mitigated at all but three traffic movements at one intersection during the weekday AM peak hour, one traffic movement at one intersection during the weekday PM peak hour, six traffic movements at two intersections during the Saturday midday peak hour, and two traffic movements at one intersection during the Saturday PM peak hour.

Implementation of the recommended traffic engineering improvements is subject to review and approval by NYSDOT, the NCDPW, or NYCDOT, depending upon the location of the intersection. If any of these measures are deemed infeasible and no alternative mitigation measures can be identified at a particular location, then the identified significant adverse traffic impacts at such location will be unmitigated.

Certain routes in the vicinity of the traffic study area may be susceptible to traffic diversions by drivers using mobile navigation apps with real-time traffic data (e.g., Google Maps or Waze) to avoid congestion, or by other motorists with a high degree of familiarity with the local street network. As discussed below, a comprehensive TMP has been developed and reviewed with relevant agencies. The TMP includes a monitoring plan that will be used to determine the extent to which traffic diversions may occur as a result of traffic congestion caused by project-generated vehicle trips. A key element of the TMP aimed at reducing the potential for traffic diversions onto sensitive local residential streets is for NYAP to partner with navigation app providers such as Waze to define local streets that could be designated as "unavailable" to through traffic during event arrival and departure periods so that through traffic will not be routed to them. If it is determined that traffic diversions are occurring on a recurrent basis at unacceptable levels, potential mitigation measures to address such impacts could involve refinements to the TMP to further reduce the volume of project-generated vehicle trips during peak hours and/or the implementation of signage, turn restrictions, or traffic calming measures along routes susceptible to traffic diversions.

Highway Network

Of the 37 highway segments analyzed on the northbound and southbound Cross-Island Parkway between the Southern State Parkway and Jamaica Avenue, the Proposed Project will result in significant adverse traffic impacts to six highway segments during the weekday AM peak hour, 15 highway segments during the weekday PM peak hour, 24 highway segments during the Saturday midday peak hour, 22 highway segments during the Saturday PM peak hour, and 21 highway segments during the Saturday night peak hour. Of the five merge and weaving segments analyzed at the interchanges of the Cross-Island Parkway with the Long Island Expressway and Grand Central Parkway, the Proposed Project will result in significant adverse traffic impacts at one weaving segment during the Saturday midday peak hour and two merge segments during the Saturday PM peak hour. Additionally, micro-simulation analyses performed for the Cross-Island Parkway showed that the Proposed Project will result in substantial increases in "unserved" vehicles (unmet demand) that could not be processed during the weekday PM and Saturday PM peak hours.

The identification of significant adverse impacts on the highway network is not unusual for projects of this scale. Many of these highway segments operate at congested or near-congested conditions in at least one direction during some of those peak periods under existing conditions; the Cross-Island Parkway is in immediate proximity to the Project Sites, and it is projected to be used by up to 90 percent of those driving to the Proposed Project. ESD's goal is to develop mitigation that will promote mass transit and reduce reliance on automobiles as a means of traveling to the Proposed Project. In addition, widening of the Cross Island Parkway is neither practical nor reasonably feasible. For these reasons, widening of the Cross Island Parkway has been precluded as an option. However, an extensive set of proposed mitigation measures has been developed to minimize and reduce the magnitude of these impacts consisting of the addition of a new LIRR Elmont Station on the LIRR Main Line and implementation of a comprehensive TMP, which contains a suite of transportation demand management strategies aimed at reducing the volume of project-generated peak hour vehicular trips, changing travel patterns to redistribute traffic away from key segments of the Cross-Island Parkway, and shifting demand from auto to alternate modes of transportation (including the LIRR, shuttle buses, and charter buses).

ESD has determined that the proposed mitigation measures will reduce the level of additional congestion on the Cross-Island Parkway by eliminating all of the unmet demand in both the northbound and southbound directions during the weekday PM peak hour and in the southbound direction during the Saturday PM peak hour. The proposed mitigation measures will also substantially reduce the unmet demand in the northbound direction during the Saturday PM peak hour, and the use of demand management strategies in the TMP could further reduce or eliminate the remaining unmet demand by redirecting some of the arena patrons to approach the Project Sites via the southbound direction of the parkway by using a partnership with a navigation app provider.

With these measures in place ESD has determined that unmitigated impacts will be reduced to 3, 11, 22, 20, and 14 highway segments along the northbound and southbound Cross-Island Parkway between the Southern State Parkway and Jamaica Avenue during the weekday AM, weekday PM, Saturday midday, Saturday PM, and Saturday night peak hours, respectively.

One unmitigated impact will remain at one highway segment at the interchange of the Cross-Island Parkway with the Long Island Expressway during the Saturday midday peak hour.

The traffic analyses for the 2021 With Action condition use a conservative approach in that they have assessed scenarios with sold-out arena events, along with trips associated with the retail village and other project uses, and daytime racing at Belmont Park with no reductions to project-generated trips associated with non-arena uses. As such, the With Action analyses represent worst-case scenarios and may not be indicative of what will typically occur during most days over the course of the year.

LIRR Service

A new LIRR Elmont Station will be added to the LIRR Main Line adjacent to the North Lot. This new mitigation measure will provide additional transit service to the Project Sites, including new direct train service to/from points east and additional train service to/from points west. The new LIRR Elmont Station will also provide full-time train service to the local community, with parking available for commuters in the North Lot and pedestrian access from Bellerose Terrace.

The new LIRR Elmont Station will be constructed in two phases. The first phase will involve construction of a south platform that will only provide eastbound service and is projected to be completed in 2021, prior to the opening of the arena. The second phase will involve construction of a north platform, a pedestrian overpass between the north and south platforms, and extension of the south platform. Westbound train service at the north platform will be accommodated following the completion of the LIRR Third Track and East Side Access projects (expected in 2023).

With the addition of a new LIRR Elmont Station on the LIRR Main Line (providing service in both the eastbound and westbound directions) and the implementation of further incentives to use transit through the TMP, the FEIS projects that the LIRR will be used by up to 30 and 24 percent of arena patrons arriving for weekday and Saturday events, respectively. The new LIRR Elmont Station will be operated in conjunction with the existing LIRR Belmont Park Station on the spur. On days with scheduled events at the proposed arena, the LIRR will continue to provide shuttle service between Jamaica Station and Belmont Park Station with two trains before and after events. The specifics of the operating plan for the new LIRR Elmont Station will be determined by the LIRR and trains selected to stop at the new station—which will include trains on the Hempstead, Huntington/Port Jefferson, Oyster Bay, and/or Ronkonkoma branches—will be chosen based on available capacity.

Two shuttle trains and regularly scheduled trains traveling along the LIRR Main Line will have sufficient capacity to accommodate the projected ridership traveling to the Project Sites without impacts to regular commuter service, except that after a sold-out hockey game or concert on a weeknight or a Saturday night, when the LIRR operates less frequent service, one additional eastbound train will need to be provided to accommodate eastbound riders. After an arena event it is possible that up to two additional trains (for a total of four) could be operated out of Belmont Park Station to provide additional service to points east or west, if necessitated by customer demand. As this need for additional train service will occur outside of the weekday PM commuter peak period, it will not impact regular commuter service. It is unlikely

that the Proposed Project will result in any impacts to platforms, stairways, or ramps at Belmont Park Station.

One of the demand management strategies to shift project-generated auto trips to transit is a shuttle bus service between the Project Sites and the LIRR Rockville Centre Station to allow arena patrons along the Babylon Branch to travel to the arena without having to transfer trains at Jamaica and backtrack to Belmont Park. The FEIS projects that westbound trains traveling along the Babylon Branch before events and eastbound trains traveling along the Babylon Branch after events will have sufficient capacity to accommodate the projected ridership for a sold-out hockey game.

The LIRR anticipates that the new LIRR Elmont Station will not generate new commuter ridership but will instead result in a shift of existing riders living in Bellerose Terrace and Elmont that currently use other stations. With the operation of the new LIRR Elmont Station, existing levels of commuter service will be maintained to other LIRR stations (e.g., Queens Village, Bellerose, Floral Park) and the addition of the new LIRR Elmont Station will not be anticipated to result in an impact to commuter service.

Bus Service

It is likely that the Proposed Project will result in a significant adverse impact to NICE and MTA bus routes during time periods before and after sold-out arena events, requiring some increases in bus service to accommodate bus rider trips made by arena patrons. Bus operators typically adjust their service based on ridership and market demand and it is anticipated that such increases in service will be coordinated with NYAP as part of the TMP for the arena. While additional bus service may be needed on public bus routes, it is likely this will occur during off-peak periods when additional buses already part of the NICE bus or MTA bus fleet will be available. Additionally, as of June 23, 2019, NICE has committed to adding more buses and an expanded schedule to its "Flexi" route serving Elmont and Valley Stream. The TMP also includes operation of a shuttle bus route between the arena and Downtown Jamaica, which could be used by arena patrons as an alternate to the public transit routes providing service to and from Queens. Absent the implementation of increased frequency of bus service before and after sold-out arena events, which will fully mitigate the significant adverse impact, the identified significant adverse impact to bus service will be unmitigated.

Following consultation with NICE, NYAP has committed to install at its cost bus pull-outs and shelters along both sides of Hempstead Turnpike adjacent to the Project Sites to alleviate congestion in travel lanes when buses stop to drop-off and pick-up passengers and to provide bus stops in closer proximity to the project components and the Belmont Park Racetrack for employees and visitors that will use the N1, N6, and N6X bus routes.

Parking

Although the parking demand for the Proposed Project and the combined parking demand for the Proposed Project and Belmont Park on racing days could be accommodated on-site, there is a possibility that some attendees may attempt to park for free in the surrounding neighborhoods and walk to the arena. NYAP will be required to coordinate with the Town of Hempstead to modify the regulations of the existing Elmont Special Parking District, closing the Mayfair

Avenue Gate near the North Lot and the Plainfield Avenue Gate to pedestrians, and restricting pedestrian access from the new LIRR Elmont Station to the North Lot to LIRR ticketholders. The TMP monitoring plan will require parking accumulation studies and observations of the effectiveness of parking restrictions, including assessment of the use of on-street parking spaces in the surrounding residential neighborhoods during different types of events and on non-event days. If it is determined that project-generated vehicles are parking off-site in the surrounding neighborhoods on a recurrent basis, NYAP will coordinate with stakeholders, including local municipalities, to monitor parking conditions and prevent these areas from being impacted by parking demand generated by arena events. Additional mitigation measures to address such impacts could include strict enforcement of existing parking regulations by ticketing and/or towing illegally parked vehicles, or implementing new parking regulations on streets in the surrounding areas.

Interim Conditions

The new LIRR Elmont Station will be available to provide eastbound service in time for the opening of the arena in 2021, but westbound service at the new station will not be available until the LIRR Third Track and East Side Access projects are completed, which is expected to occur in 2023. During this interim 2021-2023 period, demand management strategies will be implemented as described in the TMP to reduce the volume of project-generated peak hour vehicular trips, including the implementation of shuttle bus service between a station on the LIRR Main Line to intercept arena patrons traveling to/from portions of Nassau and Suffolk Counties that are served by the Huntington/Port Jefferson and Ronkonkoma branches so that riders will not have to transfer at Jamaica and backtrack to Belmont Park.

In addition, during interim conditions two shuttle trains will operate from Jamaica Station to Belmont Park Station prior to arena events and from the Belmont Park Station to Jamaica Station following arena events. It is expected that the eastbound platform at the new LIRR Elmont Station will result in increased LIRR ridership by arena patrons because more frequent service will be provided from points west prior to events. After an event, all westbound service will be operated out of Belmont Park Station, but if necessitated by customer demand, up to two additional westbound trains could be operated from Belmont Park Station to Jamaica Station. No impacts to LIRR service are anticipated during the interim period.

In the interim period prior to westbound service at the new LIRR Elmont Station, there will be an increased number of project-generated vehicle trips on the local street and highway networks and traffic conditions are expected to be slightly worse compared to the conditions analyzed with both eastbound and westbound train service available at the new LIRR Elmont Station, however overall traffic conditions will still be largely improved compared to the conditions analyzed in the unmitigated condition, due to the multiple strategies aimed at reducing the volume of project-generated peak hour vehicular trips including the addition of the eastbound platform at the new LIRR Elmont Station and the other demand management strategies to be implemented as part of the TMP.

CONSTRUCTION

Transportation

Construction activities associated with the Proposed Actions during the projected peak quarter of construction will result in significant adverse traffic impacts at three intersections during the 6:00 AM – 7:00 AM peak hour and three intersections during the 5:15 PM to 6:15 PM peak hour. Implementation of traffic engineering improvements such as the installation of new traffic signals at currently unsignalized intersections and modification of signal phasing and timing at currently signalized intersections will provide mitigation for all of the anticipated significant adverse traffic impacts at those locations except for the intersection of Hempstead Avenue and Springfield Boulevard, which will remain unmitigated in the weekday PM construction peak hour. Implementation of the recommended traffic engineering improvements for these intersections is subject to review and approval by NYSDOT or NYCDOT, depending upon the location of the intersection. In the absence of the application of traffic mitigation measures during construction, these construction-period impacts will remain unmitigated or partially unmitigated.

Noise

Construction of the Proposed Project will potentially result in significant adverse construction noise impacts at residential locations immediately adjacent to Site B. As a result of the construction noise levels that the FEIS projects will occur over an extended duration, residences along Huntley Road, 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 will potentially experience significant adverse construction noise impacts.

For residences that do not have insulated glass windows, NYAP will be required to offer to provide and install at its cost laminated glass storm windows or replacement insulated glass windows for each window that faces the construction noise source. For residences that do not have alternate means of ventilation (i.e., air conditioning), NYAP will be required to offer to provide and install one through-window air conditioning unit for each room that has a window that faces the construction noise source to allow for the maintenance of a closed-window condition. A survey and in-field verification will be undertaken to confirm which residences will be eligible for this mitigation. The survey and implementation of the mitigation will be completed prior to the commencement of constructions activities that contribute to the significant adverse impacts as outlined in the FEIS. With the provision of such measures, the façades of these buildings are expected to provide approximately 25 dBA window/wall attenuation. Therefore, interior noise levels will be reduced to less than the 45 dBA threshold recommended for residential use during worst case construction activity. Consequently, ESD has determined that construction noise impacts at these receptors will be fully mitigated.

For the outdoor spaces (e.g., yards, decks) of the residences adjacent to Site B, there are no feasible or practicable measures to mitigate the construction noise impacts. However, outdoor spaces could still be used without the effects of construction noise outside of the hours that construction will occur, i.e., during the late afternoon, night time, and on most weekends.

EFFECT OF NEW LIRR ELMONT STATION ON OTHER ANALYSIS AREAS

The provision of the new LIRR Elmont Station as mitigation for transportation impacts will not itself result in significant adverse impacts to: land use, zoning, and community character; community facilities and utilities; open space and recreational resources; historic and cultural resources; visual resources; socioeconomic conditions; hazardous materials; natural resources; air quality; noise; climate change; and construction. Additionally, the provision of the new train station will not affect the analysis of water resources, and will not change the conclusions for irreversible and irretrievable resources or growth-inducing aspects of the Proposed Project.

UNAVOIDABLE IMPACTS

TRANSPORTATION

The Proposed Project will result in significant adverse impacts on the local street network, the highway network, and bus service, as well as potential impacts to parking. An extensive set of proposed mitigation measures have been developed to address these impacts, consisting of a new Elmont Station that will be added to the LIRR Main Line; implementation of a comprehensive TMP; standard traffic engineering improvements; and adjustments to bus service.

Local Street Network

Of the 38 intersections analyzed on the local street network, the Proposed Project will result in significant adverse traffic impacts at six intersections during the weekday AM peak hour, six intersections during the weekday PM peak hour, nine intersections during the Saturday midday peak hour, six intersections during the Saturday PM peak hour, and two intersections during the Saturday night peak hour. The mitigation analyses indicate that the majority of the intersections with significant adverse traffic impacts could be fully mitigated via implementation of standard traffic engineering improvements to be funded by NYAP and reviewed by NYCDOT, NYSDOT and NCDPW such as: the installation of new traffic signals at currently unsignalized intersections; modification of signal phasing and timing at currently signalized intersections; deployment of TEAs before arena events, implementation of turn prohibitions where needed; geometric improvements at specific intersections to provide improved channelization; lane re-striping; and/or new lane designations. With such measures, significant adverse traffic impacts will be fully mitigated at all but three traffic movements at one intersection during the weekday AM peak hour, one traffic movement at one intersection during the weekday PM peak hour, six traffic movements at two intersections during the Saturday midday peak hour, and two traffic movements at one intersection during the Saturday PM peak hour.

In the absence of the application of additional mitigation measures, the impacts at those two intersections will not be considered fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that will meet the State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, ESD has determined that these impacts will be unavoidable.

Highway Network

Of the 37 highway segments analyzed on the northbound and southbound Cross-Island Parkway between the Southern State Parkway and Jamaica Avenue, the Proposed Project will result in significant adverse traffic impacts to six highway segments during the weekday AM peak hour, 15 highway segments during the weekday PM peak hour, 24 highway segments during the Saturday midday peak hour, 22 highway segments during the Saturday PM peak hour, and 21 highway segments during the Saturday night peak hour. Of the five merge and weaving segments analyzed at the interchanges of the Cross-Island Parkway with the Long Island Expressway and Grand Central Parkway, the Proposed Project will result in significant adverse traffic impacts at one weaving segment during the Saturday midday peak hour and two merge segments during the Saturday PM peak hour. Additionally, micro-simulation analyses performed for the Cross-Island Parkway showed that the Proposed Project will result in substantial increases in "unserved" vehicles (unmet demand) that could not be processed during the weekday PM and Saturday PM peak hours.

The identification of significant adverse impacts on the highway network is not unusual for projects of this scale. Many of these highway segments operate at congested or near-congested conditions in at least one direction during some of those peak periods under existing conditions; the Cross-Island Parkway is in immediate proximity to the Project Sites, and it is projected to be used by up to 90 percent of those driving to the Proposed Project. Widening of the Cross-Island Parkway is neither practical nor reasonably feasible, and has been precluded as an option. However, an extensive set of proposed mitigation measures has been developed to minimize and reduce the magnitude of these impacts consisting of the addition of a new LIRR Elmont Station on the LIRR Main Line and implementation of a comprehensive TMP, which contains a suite of transportation demand management strategies aimed at reducing the volume of project-generated peak hour vehicular trips, changing travel patterns to redistribute traffic away from key segments of the Cross-Island Parkway, and shifting demand from auto to alternate modes of transportation (including the LIRR, shuttle buses, and charter buses).

The proposed mitigation measures would reduce the level of additional congestion on the Cross-Island Parkway by eliminating all of the unmet demand in both the northbound and southbound directions during the weekday PM peak hour and in the southbound direction during the Saturday PM peak hour. The proposed mitigation measures will also substantially reduce the unmet demand in the northbound direction during the Saturday PM peak hour, and the use of demand management strategies in the TMP could further reduce or eliminate the remaining unmet demand by redirecting some of the arena patrons to approach the Project Sites via the southbound direction of the parkway by using a partnership with a navigation app provider.

With these measures in place, ESD has determined that unmitigated impacts will be reduced to 3, 11, 22, 20, and 14 highway segments along the northbound and southbound Cross-Island Parkway between the Southern State Parkway and Jamaica Avenue during the weekday AM, weekday PM, Saturday midday, Saturday PM, and Saturday night peak hours, respectively. One unmitigated impact will remain at one highway segment at the interchange of the Cross-Island Parkway with the Long Island Expressway during the Saturday midday peak hour. In the absence of the application of mitigation measures, the impacts will not be considered fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that

will meet the State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, ESD has determined that these impacts will be unavoidable

CONSTRUCTION NOISE

Construction of the Proposed Project will have the potential to result in significant adverse construction noise impacts at residential locations immediately adjacent to Site B. As a result of the construction noise levels that will occur at these locations over an extended duration, residences along Huntley Road, 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 will have the potential to experience significant adverse construction noise impacts. All construction noise impacts identified at these residential receptors (with respect to interior noise levels) could be mitigated. For the outdoor spaces (e.g., yards, decks) of these receptors, there will be no feasible or practicable measures to eliminate the construction noise impacts. Outdoor spaces could still be used without the effects of construction noise outside of the hours that construction will occur, i.e., during the late afternoon, night time, and on most weekends. However, during periods of construction, the identified impacts to outdoor spaces with the aforementioned areas immediately adjacent to Site B will not be fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that will meet the State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, ESD has determined that these impacts will be unavoidable.

IRREVERSIBLE AND IRRETRIEVABLE RESOURCES

Natural and man-made resources will be expended in the construction and operation of the Proposed Project. These natural resources include the use of land, mature trees, and energy. Man-made resources include the effort required to develop, construct, and operate the Proposed Project; building materials; financial funding; and motor vehicle use. These resources are considered irretrievably committed for the life of the project or beyond.

The use of land is the most basic of irretrievably committed resources, as the development of the Proposed Project requires the commitment of land for new physical elements such as buildings and parking garages. However, the Proposed Project will be using land already developed for recreational purposes and thus will not be further committing land resources to these uses.

The Proposed Project will result in irreversible clearing and grading of vegetation within the Project Sites and other directly affected areas as well as modification to topography. The loss of vegetation is considered an irreversible commitment of resources, although replacement vegetation will be included in the Proposed Project. Soil or rock used to modify the grade of the Project Sites or other directly affected areas will be irretrievably committed for the lifetime of the Proposed Project.

The actual building materials used in the construction of the Proposed Project (wood, steel, concrete, glass, etc.) and energy, in the form of gas and electricity, consumed during the

construction and operation of the Proposed Project, will also be irretrievably committed to the Proposed Project for the life of the project or beyond.

ESD has determined that none of these irreversible or irretrievable commitments of resources will be significant.

GROWTH INDUCING ASPECTS

The Proposed Project will not have the potential to induce development. The area surrounding the Project Sites is already built out and primarily residential in nature and zoning and, as such, will not be likely to be significantly impacted by the proposed expansion of retail, entertainment, office, and hospitality uses at Belmont Park.

CUMULATIVE IMPACTS

The Proposed Project, when added to other past, present, and reasonably foreseeable future actions, will not have the potential to result in significant adverse cumulative impacts.

The Proposed Project will not have the potential to induce development, and therefore will not result in any significant adverse cumulative secondary impacts related to induced growth.

The Proposed Project will complement the existing Belmont Park Racetrack use, as well as NYRA's planned future improvements at Belmont Park, which are fully described in Chapter 21 of the FEIS. The Proposed Project will be integrated with the remaining Backyard and Paddock area to create a unified destination and to maximize the anticipated economic, community, and open space benefits. While some arena attendees will likely attend NYRA's existing day racing and potential future night racing events (if approved by the New York State Legislature), NYRA's proposed renovations are independent of the Proposed Project and do not depend on implementation of the Proposed Project. Similarly, the Proposed Project does not in any way depend on or require NYRA's proposed improvements. In the event NYRA's proposed improvements move forward, NYAP will work with NYRA to coordinate construction schedules and enhance the experience for Belmont Park patrons. For purposes of analysis the FEIS conservatively assumed that both the Proposed Project and NYRA's future renovations will begin construction in 2019 and be completed at or near the same time in 2021. As shown in Table 21-1 of the FEIS, even assuming such simultaneous construction the Proposed Project and NYRA's proposed improvements are not expected to result in any significant adverse cumulative impacts.

NYRA may also pursue night racing at Belmont race track which as stated above, would require a separate authorization by the New York State Legislature. Night racing at Belmont race track would not result in any additional significant adverse impacts because NYAP shall coordinate with NYRA such that night racing would not be scheduled on the same evening as a hockey game, except that night racing and non-hockey arena events could be scheduled on the same evening as long as the aggregate attendance for both events does not exceed the maximum attendance level for a soldout hockey game (18,000 seats), which formed the basis of the reasonable worst-case transportation scenario of the FEIS.

CERTIFICATION OF FINDINGS

Having considered the DEIS and FEIS, including the comments on the DEIS and responses thereto, and comments received on the FEIS, and the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.9, ESD finds and certifies that:

- 1. The requirements of Article 8 of the New York State Conservation Law and the implementing regulations of the New York State Department of Environmental Conservation, 6 NYCRR Part 617, have been met; and
- 2. Consistent with the social, economic and other essential considerations from among the reasonable alternatives available, the Project is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable by incorporating as conditions to ESD's approval of the GPP the mitigation measures described in the FEIS and in this Findings Statement.

Agency:	Empire State Development					
Signature of Resp	nsible Officer:					
Name/Title of Res	onsible Officer: Rachel Shatz, V.P. Planning & Environmental Revie	W				
Date:						

New York State Urban Development Corporation d/b/a Empire State Development Belmont Park Redevelopment Civic and Land Use Improvement Project General Project Plan Adopted – December 6, 2018 Affirmed as Modified – August 8, 2019

A. INTRODUCTION

New York State Urban Development Corporation d/b/a Empire State Development ("ESD") affirms this modified General Project Plan ("GPP") for the Belmont Park Redevelopment Civic and Land Use Improvement Project (the "Project") in accordance with the New York State Urban Development Corporation Act (the "UDC Act"). This GPP sets out ESD's plan and findings for the Project. ESD and New York Belmont Partners LLC ("NYBP"; NYBP, and its sublessees, affiliates, successors and assigns, including New York Arena Partners, LLC ("NYAP"), are herein referred to as the "Developer") will undertake the Project. The State of New York (the "State"), acting by and through the Franchise Oversight Board ("FOB") and the New York State Office of General Services ("OGS"), will participate in the Project.

The Project comprises the construction, in the unincorporated hamlet of Elmont in the Town of Hempstead (the "Town") in Nassau County (the "County"), of a major commercial and civic development in an approximately 43-acre area, located to the south of Belmont Park Racetrack, bisected by Hempstead Turnpike, and generally bounded by Belmont Park Racetrack and Grandstand to the north; Cross Island Parkway to the west; Belmont Park Paddock, Huntley Road and Wellington Road to the east; and Cross Island Parkway Exit 26A exit ramp and Hathaway Avenue to the south (the "Project Site"). The Project Site consists of two parcels: the approximately 15-acre "Site A", north of Hempstead Turnpike, and the approximately 28-acre "Site B", south of Hempstead Turnpike (Sites A and B generally as shown, for illustrative purposes, on **Figure A** and sometimes referred to collectively as the "Development Sites").

The Development Sites are currently part of the Belmont Park Racetrack property that is leased to The New York Racing Association, Inc. ("NYRA") by the State, acting through FOB (OGS assists FOB in its capacity as the lessor). In accordance with that lease and other agreements, the State will terminate that lease with respect to the Development Sites and sever the Development Sites from the Belmont Park Racetrack property; thereafter, the State will convey to ESD fee title to the Development Sites.¹ ESD will, in turn, net ground lease the Development Sites to the Developer. It is expected that fee title to the Development Sites, or portions thereof, will revert to the State if the same are no longer needed for the Project.

The Project will comprise:

(i) on Site A, (a) an up to approximately 19,000 seat² arena (the "Arena Component"), totaling approximately 745,000 square feet ("sf") with approximately 40 parking spaces, for entertainment, recreational, cultural and community uses, including as the long-term home arena for the New York Islanders (the "Islanders"), a National Hockey League ("NHL") franchise, (b) other adjacent structures and spaces, including up to approximately 35,000 sf

¹ Prior to the State's conveyance to ESD, NYRA will surrender to the State an approximately seven-acre parcel of the NYRA lease premises that is included in Site A.

² Up to 18,000 seats for National Hockey League games.

for experiential retail, dining, and entertainment uses, a structure with commercial office space of up to approximately 30,000 sf, and approximately two acres of open space, (collectively the "Site A Retail/Office Component"), (c) a hotel (the "Hotel Component") of up to approximately 210,000 sf with up to 250 keys, approximately 400 structured parking spaces, dining space and amenities;

- (ii) on Site B, (a) up to approximately 315,000 sf of destination retail uses with approximately 1,500 parking spaces located in a structure beneath the Site B retail development and (b) approximately 3.75 acres of passive open space and landscaped berms that will serve to buffer Site B development from the adjacent residential neighborhood (collectively, the "Retail Village Component");
- (iii) one or more grade-separated connections for pedestrians and vehicles above or below Hempstead Turnpike, providing access between Sites A and B (the "Grade-Separated Connections"); and
- (iv) a requirement for an aggregate of approximately 10,000 sf of community facilities space (the "Community Facilities Space").

The Arena Component, the Site A Retail/Office Component, the Hotel Component and the Retail Village Component are for convenience of reference collectively referred to as the "Project Components" and individually as a "Project Component". The Project Description below provides additional information for each Project Component.

In addition to the parking located on the Project Site, the Project would also utilize up to approximately 6,014 parking spaces on the adjacent Belmont Park Racetrack property, located in that property's "North Lot", "South Lot", and "East Lot" (shown in **Figure A**) through a parking agreement between the Developer and NYRA that will, among other things, provide for the shared use, improvement, and maintenance of those parking areas.

The development of the Project's entertainment, cultural, recreational, community, commercial, retail, and hospitality uses, which are expected to open in 2021, is intended to strengthen and complement horse racing at the adjacent Belmont Park Racetrack. Project Site prohibited uses include video lottery terminals ("VLTs"), casino and gambling table games, pari-mutuel wagering, simulcast wagering, casinos and horseracing. During the day of the running of the Belmont Stakes and, if hosted at Belmont Park Racetrack, the during the days of the running of the Breeders' Cup World Championships no Arena Component events may be held, other than events that complement and support the Belmont Stakes or the Breeders Cup World Championship and related support services. Such events must not materially reduce parking available for those days.

B. PROJECT LOCATION

The Project Site is located in the hamlet of Elmont within the Town and is generally bounded by Belmont Park Racetrack and its Grandstand to the north; Cross Island Parkway to the west; Belmont Park Racetrack Paddock, Huntley Road and Wellington Road to the east; and Cross Island Parkway Exit 26A exit ramp and Hathaway Avenue to the south, and is bisected by Hempstead Turnpike with Site A to the north and Site B to the South. The Project Site includes the following tax parcels in the Town in the County in the State of New York: with respect to Site A, 32-B-82A (portion of) north of Hempstead Turnpike, and with respect to Site B, 32-372-81, 32-374-1 thru 60, 32-391-36 thru 46, 147, 148, 49 thru 70, 32-392-226, 32-393-1 thru 42, 32-394-1 thru 32, 32-395-1 thru 10, 111, 113 and 14 thru 23, 32-396-1 thru 27, and 32-397-50 thru 89 south of Hempstead Turnpike. These tax parcels may be renamed and

reconfigured (e.g., merged, subdivided, reapportioned, etc.) in furtherance of the Project. For illustrative purposes, a "Project Site Plan" is attached as **Figure B**.

C. BACKGROUND

One of the country's preeminent thoroughbred horseracing facilities, Belmont Park Racetrack began active use in 1905. It hosts the annual Belmont Stakes, the final race of thoroughbred horseracing's Triple Crown, as part of its Spring Meet racing season that runs from the end of April through mid-July. The track has also hosted the annual Breeders' Cup World Championships, a series of races for a championship in each of four thoroughbred divisions, that is held each fall at a premier North American racetrack. The Fall Meet racing season runs from early September through October. In addition, Belmont Park Racetrack is used year-round as a thoroughbred horse boarding and training facility, including stables for equine-athletes and residential accommodations for racing-related employees. The Grandstand portion of the racetrack facility, one of the largest in thoroughbred racing, was redeveloped to its current form between 1964 and 1968 and has a seating capacity of 33,000 with a total capacity for 100,000 attendees. The Belmont Stakes, the facility's premier racing event, typically attracts between 60,000 to 100,000 visitors; however, average daily attendance is approximately 3,000 visitors during the Spring and Fall Meets with a few races also attracting a larger than average daily attendance approximately in the range of 10,000 to 17,000 visitors. Average daily attendance has been in decline since its peak of approximately 27,000 in 1970. This decrease in attendance contributed to the deterioration and underutilization of the Development Sites.

Due to the sharp decrease in attendance and other factors, the former operator of Belmont Park Racetrack (the New York Racing Association as it was then constituted) filed for bankruptcy in 2006. Since that time, the State has sought to formulate strategies to redevelop the Development Sites.

Belmont Park Racetrack is the largest single land use within Elmont and the gateway into the County from the central portion of the New York City borough of Queens. The portion of Hempstead Turnpike adjacent to Belmont Park Racetrack property is characterized as densely developed with commercial retail uses on the road's south side set back approximately 100 to 200 feet from the roadway with residential uses behind the commercial retail development. Intermittent vegetation and street trees line the north side of Hempstead Turnpike along the Belmont Park Racetrack property. The Development Site's 43 acres represent about ten percent of the current total Belmont Park Racetrack property.

D. PROJECT DESCRIPTION

a. <u>Generally</u>. The Project would improve the underutilized and deteriorated paved parking lots that exist on the Development Sites with: (i) on Site A, the Arena Component, the Site A Retail/Office Component, and the Hotel Component; (ii) on Site B, the Retail Village Component; and (iii) Grade-Separated Connections. Additional descriptions of the Project Components are provided below. For illustrative purposes, **Figure B** presents the Project site plan and the location of the various Project Components.

b. <u>Arena</u>. Located in the western central portion of Site A, the approximately 745,000 sf and approximately 19,000 seat multi-purpose Arena Component would host concerts and other cultural events, professional, college and local sports events, conferences, and family entertainment, recreational and other events. Subject to the timely completion of the Arena Component and execution of definitive documentation, the Arena Component will be the new long-term home arena for the Islanders. For ice hockey games, the Arena Component will be configured with approximately 18,000 seats, and it is designed to accommodate the NHL's specifications for an NHL game venue.

- c. <u>Retail, Dining, and Entertainment</u>. Apart from the Arena Component, the Project will include up to approximately 350,000 sf of retail, dining and entertainment uses for Site A and Site B as described below.
- *I. <u>Site A.</u>* Site A will have up to approximately 35,000 sf of experiential retail, dining, and entertainment uses as part of the Site A Retail/Office Component.
- *II. Site B.* The Retail Village Component will have up to approximately 315,000 sf of destination retail uses. It is currently expected to have an average storefront size of approximately 2,000 square feet within a "retail village" type setting, incorporating pedestrian pathways and squares, lined with small and unique buildings featuring boutiques, restaurants, and special events that complement the shopping experience. The Retail Village Component will have approximately 1,500 parking spaces located in a structure beneath the retail facilities. Large-format "big box" retail uses are not permitted. The Retail Village Component is intended to be a complementary, stand-alone use that would not be reliant on the Arena Component's or the Belmont Park Racetrack's invitees and would be expected to draw customers from Long Island and the Greater New York City metropolitan area, as well as from the national and international tourism industry.
- d. <u>Hotel</u>. The Hotel Component will be located along Hempstead Turnpike on Site A, between the proposed Arena Component and the South Lot (see **Figure B**). The Hotel Component's maximum height would be 150 feet tall (exclusive of parapet and mechanicals). The Hotel Component would be up to approximately 210,000 sf, with up to 250 keys, amenities, and dining space and with up to approximately 400 parking spaces in the Hotel Component's podium. The Hotel Component would serve the existing Belmont Park Racetrack and surrounding community, as well as new demand generated by the Arena Component and the Retail Village Component.
- e. <u>Commercial Office Facilities</u>. The Site A Retail/Office Component may include up to approximately 30,000 sf of commercial office space that is expected to be used by employees associated with the Islanders and Project operations and others.
- f. Open Spaces. The Project's expected approximately 250,470 sf (approximately 5.75 acres) of open space would provide hard-scaped and soft-scaped plazas on Site A and naturally landscaped areas on Site B. Site A is expected to have approximately 2.0 acres of landscaped plazas that could include sitting areas and gathering spaces for on-site events and programming. Site B is expected to have approximately 3.75 acres of landscaped passive open space that will include 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. In addition to the open space on the Development Sites, the Developer is required to provide off-site improvements and/or renovation to Elmont Road Park and Hendrickson Avenue Park, existing Elmont community parks located in the Town, based on coordination with local officials and community stakeholders.
- g. Parking. Parking will accommodate the Project's uses as follows.

I. Site A

There would be limited surface and structured parking on Site A, including up to approximately 400 spaces in new structured parking in the Hotel Component's podium that would primarily serve the Hotel Component's invitees and employees and up to approximately 40 spaces within the Arena Component's marshalling area primarily serving Islanders' team members and Arena Component employees.

II. Site B

On Site B, the Retail Village Component will have approximately 1,500 parking spaces located in a structure beneath the retail facilities. These parking spaces are expected to be primarily dedicated to Site B to serve its retail and entertainment operations but will also be available to Arena Component patrons and to NYRA invitees for the Belmont Stakes and, if hosted at the Belmont Park Racetrack, the Breeders' Cup World Championships pursuant to the parking agreement described above. Site B will also have surface-level drop-off and staging areas for taxi/ride-share services and buses.

- h. <u>Access Between Sites A and B</u>. Pedestrian access between Sites A and B is expected to be through one or more Grade-Separated Connections as follows: a new pedestrian bridge above Hempstead Turnpike; improvement of the pedestrian/vehicular tunnel under Hempstead Turnpike that currently connects Site B to Belmont Park Racetrack; and/or improvement of the pedestrian-only tunnel under Hempstead Turnpike that currently connects Site B to Belmont Park Racetrack.
- i. <u>Community Facilities Space</u>. The Project will require approximately 10,000 sf of Community Facilities Space funded, constructed, operated and maintained by the Developer, that is expected to offer community, education and career development services.

j. Other Affected Areas

- 1. *Electrical Substation*. The Project would require the construction of a new electrical substation to serve the Project's energy demands. The substation will be constructed and located directly adjacent to and west of the North Lot, in the vicinity of the Cross Island Parkway Exit 26D ramps (see **Figure A**). Underground distribution feeders and underground transmission lines will be installed to connect the new substation with the Development Sites. This new substation and conduits would be constructed and installed by the Long Island Lighting Company d/b/a Long Island Power Authority ("LIPA") and operated by the Public Service Enterprise Group Long Island ("PSEG Long Island"). PSEG Long Island would obtain easements from FOB for an approximately 42,450 square foot area for the construction of the substation. Under the western edge of the Belmont Park Racetrack, underground distribution feeder cables from the substation would extend south to the Development Sites. Underground transmission lines would extend west from the substation along Belmont Park Road for approximately 1.5 miles, and tie into existing overhead power lines on Plainfield Avenue. An overhead power line bypass would be installed on Plainfield Avenue.
- 2. Long Island Rail Road Belmont Park Station and new Elmont Station. Belmont Park Racetrack is currently served by a spur to the Belmont Park Station from the Main Line of the Long Island Rail Road ("LIRR"), an operating entity of the Metropolitan Transportation Authority ("MTA"). The spur has manually operated switches that direct trains from the Main Line to the spur. LIRR currently provides switch operators for the Belmont Stakes and other races during the Spring and Fall Meets, the only times that trains arrive and depart the Belmont Park Station. It is expected that MTA and LIRR will automate the switches so that trains can service the station, primarily for Arena Component events. To service Arena Component events, LIRR is expected to provide two trains to the Belmont Park Station operating from the Main Line's Jamaica Station.

In addition to the Belmont Park Station, a new full-time commuter station on the LIRR Main Line, the Elmont Station, will serve the Project and the local community. The new Elmont Station would be constructed in two phases. The first phase would involve construction of a south platform for eastbound service and would be expected to be completed in 2021, in time for the Arena Component's opening. In the second phase, LIRR would construct the north platform, the pedestrian overpass

between the north and south platforms, and the extension of the south platform. The Elmont Station's westbound train service would commence following the completion of the LIRR Third Track and East Side Access projects, anticipated to be 2023. It is expected that there will not be fewer than 150 dedicated commuter parking spaces in the North Lot in the area closest to the Elmont Station.

3. North, South and East Lots. Through the shared parking agreement between NYRA and the Developer, existing surface parking on the North Lot, South Lot and East Lot totaling up to approximately 6,014 surface parking spaces would be utilized for the Project.

The North Lot is an unpaved (consisting mostly of gravel) parcel located north of the principal racetrack that will accommodate up to approximately 2,760 parking spaces,³ and is currently utilized for parking only for the Belmont Stakes and, when hosted by Belmont Park Racetrack, the Breeders' Cup World Championships and as storage for various vehicle retailers' inventory pursuant to terminable licenses granted by NYRA. The North Lot is bordered by the LIRR tracks to the north, the Floral Park-Bellerose School athletic field and private residences to the east, and the Cross Island Parkway to the west. Entirely within the North Lot will the Developer will install (i) a new privacy screened fence at a minimum of between 8 and 12 feet in height, and dense boarder vegetation such as evergreens at a height of 8 feet at the time of planting beginning at the southeastern corner of the LIRR substation and following the property line with the Floral Park-Bellerose School going south, and then turning east to meet the street end of Crocus Avenue and (ii) a new privacy screened fence at a minimum 8 feet in height along the eastern side of Belmont Park Road from Crocus Avenue to Mayfair Avenue.

The South Lot is a paved parcel located to the east of the Arena Component and south of the Belmont Park Racetrack's grandstand. The lot can accommodate up to approximately 1,150 parking spaces.

The East Lot is a partially paved parcel located in the infield of the Belmont Park Racetrack practice track, which will provide a bus parking area and accommodate up to approximately 2,004 parking spaces. The East Lot is lot is currently utilized for parking only on Belmont Stakes day and otherwise as storage for various vehicle retailers' inventory pursuant to terminable licenses granted by NYRA and for parking for some of NYRA's employees.

It is expected that all lots utilized by the Developer will be restriped to maximize the number of spaces that can be achieved, and new lighting would be installed in all lots. The Developer will provide electric shuttle transportation to the Project Site from the North, South and East Lots, to the extent utilized by the Developer, and from the Elmont Station.

During the day of the running of the Belmont Stakes and, if hosted at the Belmont Park Racetrack, during the days of the running of the Breeders' Cup World Championships no Arena Component events may be held, other than events that complement or support the Belmont Stakes or the Breeders Cup World Championships and related support services. Such events must not materially reduce parking available for those days.

k. Local Employment

The Master Lease and each Sublease (as defined below) and Direct Lease (as defined below) will provide that the tenant thereunder shall make good faith efforts to achieve a local hiring goal of 30% of the

³ Approximately 150 of these parking spaces (located in a proposed ride share staging area) would not be available when the Arena Component is fully utilized for an event (*e.g.*, approximately 19,000 seats) and at least an additional 150 of these parking spaces will be dedicated for Elmont Station commuters' vehicles.

permanent jobs on each respective leasehold premises (excluding jobs with Arena Component's subtenants and licensees). Only employees that reside within the zip codes areas within a four-mile radius of the Project Site will be counted in determining the achievement of the goal. As part its good faith efforts, each respective tenant will commit to work with the local elected officials and the Project's Community Advisory Committee to promote the marketing in the community of job opportunities on its leasehold premises, including holding regular job fairs, providing internships, and working with local workforce training organizations to prepare local residents for job opportunities within the Project. Each tenant will be required to maintain records of its own local hiring, including local hiring efforts and the names, addresses and periods of employment of all local employees, and to require its subtenants (other than Arena Component subtenants and licensees) to participate in and support those efforts, and to maintain such records and provide them to the tenant. ESD will have the right to inspect those records and to otherwise monitor tenant's local hiring efforts.

E. PURPOSE AND NEED

The purposes and needs for the Project include:

- Transforming the underutilized and deteriorating Development Sites into Long Island's premier
 destination for entertainment, sports, hospitality, and retail, with uses that are complementary to
 the existing uses of Belmont Park Racetrack;
- Providing a state-of-the-art arena to accommodate the return to Long Island of the Islanders while
 also providing a first-class facility for the region's colleges and local academic institutions, sports
 club events and competitions and a new venue for a variety of cultural, musical, entertainment,
 recreational, and civic events;
- Generating additional new private economic activity and related State, County and municipal tax revenues (including sales tax revenues from operations, entertainment tax and income tax revenues from events at the arena, and the Project's retail, hotel, food and beverage uses and commercial office uses) by providing a venue for professional hockey and other events in the County that would otherwise occur elsewhere and by the new jobs for New York State residents to be created by the uses of the Project's Arena Component, Site A Retail/Office Component, Hotel Component and Retail Village Component;
- Maximizing economic benefits to the State while minimizing adverse environmental impacts;
- Providing a source of quality jobs for the area and New York State residents;
- Benefiting the Long Island region and the neighborhoods and communities adjacent to and surrounding the Project;
- Maximizing incorporation of green building and sustainable design practices; and
- Meaningful participation of Minority-Owned Business Enterprises ("MBE") and Women-Owned Business Enterprises ("WBE", and sometimes collectively referred to as "MWBE"), and Service-Disabled Veteran-Owned Businesses ("SDVOB").

In its current condition, the character of the Project Site is defined mostly by the underutilized and deteriorated Belmont Park Racetrack paved parking lots that constitute most of Sites A and B. These parking lots are generally flat and barren (except for some mature trees in the landscaped area on the

eastern end of Site A and the Hempstead Turnpike frontage and intermittent mature trees and stands of vegetation along the remainder of the periphery of the Development Sites). NYRA primarily uses the Development Sites for public parking, but most of the parking spaces are not used by racing patrons except during the Belmont Stakes and when Belmont Park Racetrack hosts the Breeders' Cup World Championships. During the remainder of the year, NYRA licenses a substantial portion of the spaces in the parking lots to motor vehicle retailers for the temporary storage of hundreds of the retailers' inventory vehicles and allows some NYRA employees to park on Site B. In the weeks prior to the Belmont Stakes and the Breeders' Cup World Championships, those vehicles are removed from the parking lots only to return after those events. Other than for the Belmont Stakes and the Breeders' Cup World Championships, the parking lots are surplus to NYRA's and the State's needs.

The Project will improve, activate, and revitalize the Development Sites by providing new retail, hospitality, and entertainment uses and substantial employment opportunities that can be locally accessed by adjacent communities. The Project will become a gateway to Long Island by creating a striking new presence for the Elmont community, Town, County, and region, and the Project's architectural design, signage, and landscape elements will transform the current vacant, underutilized, and deteriorated Development Sites for the benefit of the community and the region. The Project will further create a premier destination by providing a year-round arena, retail, hotel, commercial office space and community facilities space that strengthen and complement Belmont Park Racetrack and return to Long Island the NHL's Islanders. The activation of the Development Sites will promote public safety and create an asset of lasting importance and value to the greater community.

The implementation of the Project is anticipated to create over 3,000 permanent jobs and approximately 10,000 temporary construction jobs, including direct and indirect jobs. This significant private investment in the Project would spur economic development and produce reliable revenue streams for the benefit of the public. In the construction of the Project, the Developer is required to pay prevailing wage and encourage local, MBE, WBE and SDVOB participation.

The Project further diversifies the economic base for Belmont Park Racetrack, the Town and the County and enhances economic benefit from the Development Sites in comparison with their current underutilized and deteriorated character. The new economic activity generated by the Project will increase State, County and municipal tax revenues (including sales tax revenues from the retail uses and Arena Component operations, entertainment tax revenues, and income tax revenues) from the arena, retail, hotel, food and beverage, and commercial office uses. While this ESD-owned Project is exempt from real estate taxes, pursuant to the Development Sites ground lease, the Developer will be required to pay to ESD, as supplemental rent, payments in lieu of taxes ("PILOT"), as described below, that will be assigned to the local tax collecting jurisdictions by ESD. The economic risks of the Project would be addressed by a commitment to long term ground lease terms and conditions for the Project Components as negotiated between the Developer and ESD that will induce and require private sector investment in the Development Sites and the private sector's financing, construction, operation and maintenance of world-class sports, entertainment, cultural, recreational, retail, and hospitality uses.

The Project prioritizes environmental sustainability. The Project will target LEED v4 (or its equivalent) for a sustainably designed and built project. The Project will implement a variety of low-impact development methods, including the use of green storm water infrastructure, pre- and post-consumer recycled materials, and high efficiency LED lighting, and other infrastructure improvements to reduce total energy demand. The Project incorporates passive open space within plazas on Site A and naturally landscaped green spaces along the eastern edge end of Site B.

The Project will revitalize these underutilized and deteriorating Development Sites with vibrant new uses that strengthen and complement the Belmont Park Racetrack, activate the vacant sites, create jobs for New York State residents, and produce new revenues for the Town, County and the State.

F. LAND USE IMPROVEMENT PROJECT, CIVIC PROJECT AND OTHER FINDINGS

1. Land Use Improvement Project Findings

A. That the area in which the Project is to be located is a substandard or insanitary area, or is in danger of becoming a substandard or insanitary area and tends to impair or arrest the sound growth and development of the municipality.

The Development Sites, considered as a whole, are substandard and underutilized, economically stagnant and in danger of becoming insanitary. They generate minimal employment and do not contribute to the sound growth and economic well-being of the surrounding area or the Town. The parking lots located in Sites A and B are in fair to poor condition with cracked and uneven pavement. Both sites exhibit drainage problems evidenced by sinking storm drains that are surrounded by sediment and uneven or broken pavement and most of the storm drains do not properly operate. Vehicle access throughout both lots is in poor condition. There is minimal signage to guide users of the parking, and the signage that does exist is not clear. The parking spaces are poorly marked, if marked at all. Handicapped stalls are also inadequately marked and difficult to find. Roadways have been established using yellow-painted concrete wheel-stops that are unevenly spaced, in fair to poor condition and difficult to navigate in a vehicle. The fencing that surrounds Sites A and B is mostly in poor condition and failing in some locations. Lighting is inadequate with light poles of varying conditions. Litter lines the perimeter of Site B and filled garbage bags have been observed in a few parking spaces. The pedestrian tunnel that connects Site A and Site B is in poor condition: paint is peeling and dirty, lighting is poor, and the floor is littered with debris and sediment. The vehicle tunnel is in fair condition; however, its pedestrian walkway is dark and overgrown with vines. The Site B bus shelters are in poor condition.

In addition to being in fair to poor condition, the parking lots that comprise most of the area of the Development Sites' area are underutilized. The parking lots were built during the period of peak usage of Belmont during the 1960's and 1970's. Since that time, general attendance at Belmont Park Racetrack has dropped significantly (e.g., average daily attendance declined to approximately 3,000 in 2017 from approximately 27,000 visitors in 1970).

The parking lots on the Development Sites are currently used for patron parking only on approximately 90 days per year. The approximate aggregate of 3,700 vehicles that can be parked on Sites A and B can be accommodated in Belmont Park Racetrack's other parking areas. Even on Belmont Stakes day, the racetrack's peak attendance day, there has been a surplus of approximately 4,000 parking spaces throughout Belmont parking areas over the past three years. Because Site B is so grossly underutilized for Belmont Park Racetrack events, it is primarily used year-round for car dealership vehicle storage, except on a handful of large-volume event days.

The community-based *Elmont Community Vision Plan* and the *Nassau County Comprehensive Plan* (1998), *2008 Nassau County Master Plan Update*, and the draft *2010 Nassau County Master Plan* identify the Belmont property as being underutilized and having the potential for redevelopment.

The current uses of the parking lots on Sites A and B generate neither significant employment nor revenue. The parking lot sites neither provide any direct benefit to the local community, nor do they

spur significant indirect or secondary benefits. The existing parking uses on Sites A and B are not anticipated to contribute towards economic growth in the future if existing uses continue.

Moreover, the Development Sites do not generate significant tax revenue. Under an arrangement entered into with NYRA pursuant to the bankruptcy settlement, the State, rather than NYRA, pays property taxes for the Belmont Racetrack property. Site A is part of a large tax lot that also contains the Grandstand, the Backyard Area, and parking lots other than those within Site B. That large tax lot generates over \$12.3 million in property taxes for Nassau County, the Town of Hempstead, and Elmont Union Free School District, but these tax payments are driven primarily by the horse racing facilities at the Belmont Park Racetrack that are outside of Site A. Site B generates approximately \$300,000 in annual property taxes (approximately \$10,700 per acre). The State's tax payments have not changed since 2013.

Approximately seven acres at the eastern edge of Site A are part of an area of the Belmont Park Racetrack referred to as the "Backyard". These acres do not include the Paddock, where race horses are exhibited to racing patrons on race days. While the Backyard is in good condition, it is open only on racing days (approximately 90 days of the year) and only to Belmont Park Racetrack patrons. The recreational uses and other amenities (e.g., playground, water feature, benches, and mature trees) in the Backyard are ancillary to the ubiquitous horse-racing digital video monitors and numerous betting windows and machines, located throughout the Backyard, that serve the purposes of betting and race watching that are the principal functions of Belmont Park Racetrack. These monitors and the betting windows and machines are redundant so that, after the disposition to ESD by the State of Site A, the betting activities currently conducted in this portion of the Backyard would be conducted in Belmont Park Racetrack's numerous other existing areas for betting and digital monitor race viewing.

B. That the Project consists of a plan or undertaking for the clearance, replanning, reconstruction and rehabilitation of such area and for recreational and other facilities incidental or appurtenant thereto.

Under this General Project Plan, the Development Sites will be cleared and redeveloped with:

- (i) on Site A, (a) the Arena Component, of up to approximately 745,000 sf for entertainment, recreational, cultural and community uses, including as the home arena for the Islanders; (b) other adjacent structures and spaces of the Site A Retail/ Office Component, including experiential retail, dining, recreational, and entertainment uses totaling up to approximately 35,000 sf, a 30,000 sf structure with commercial office space and approximately 2.0 acres of landscaped plazas; and (c) the Hotel Component of up to approximately 210,000 sf with up to 250 keys, approximately 400 structured parking spaces, dining space and amenities;
- (ii) on Site B, the Retail Village Component with (a) up to approximately 315,000 sf of destination retail uses with approximately 1,500 parking spaces located in a structure beneath the Site B retail development; and (b) approximately 3.75 acres of passive open space buffering adjacent residential areas from the Site B development;
- (iii) Community Facilities Space, aggregating up to 10,000 sf, expected to offer community, education and career development services; and
- (iv) one or more Grade-Separated Connections for pedestrians and vehicles above or below Hempstead Turnpike, providing access between Sites A and B.

C. That the plan or undertaking affords maximum opportunity for participation by private enterprise, consistent with the sound needs of the municipality as a whole.

Each of NYBP and NYAP is a private enterprise, and the other entities that comprise the Developer, when formed, will each be a private enterprise. These enterprises will develop, finance, construct, and operate the Project Components, the Grade-Separated Connections and the Community Facilities Space. The Project is consistent with the sound needs of the municipality and the adjacent communities. The Project improves, activates, and revitalizes the Development Sites by providing new sports, entertainment, cultural, recreational, retail, hospitality, office, and community facilities uses that offer substantial employment opportunities that can be locally accessed by adjacent communities. The Project creates a gateway to Long Island by creating a striking new presence for the Elmont community, Town, County, and region, and the Project will transform the current vacant, underutilized, and deteriorated Development Sites for the benefit of the community and the municipalities.

2. Civic Project Findings

A. That there exists in the area in which the Project is to be located, a need for the educational, cultural, recreational, community, municipal, public service or other civic facility to be included in the Project.

The Project fulfills several needs of the community, Town, County and region. The Project will create a new gateway into Long Island due to the Project's central location at the border of New York City and Long Island. The Arena Component will allow the Islanders to return to their Long Island roots and provide a suitable home for the franchise by providing it with a venue that is designed to meet the NHL's requirements and is located closer to the people that regularly attend Islanders games. The Arena Component would meet the demand for larger events that cannot be hosted at smaller venues such as Nassau Coliseum or the proposed Suffolk County arena due to the smaller seating capacity at alternate arenas. The Commissioner of the NHL has indicated that Nassau Coliseum is not suitable to be the longterm home for an NHL team. More generally, the new state-of the-art Arena Component will attract new event attendees and provide the necessary capacity and features to host events for the region's schools, colleges, sports clubs and cultural and community organizations and attract large-scale events such as nationally known music concerts and family entertainment. Creating a new, up-to-date venue for these events will meet an existing need of the Town and the wider Long Island community, generate economic benefits and promote civic pride. The Project will also provide the Community Facilities Space that will be tenanted and programed for civic and educational uses for the community (e.g., educational and career development). The open space to be provided as part of the Project will serve to buffer the residential areas proximate to the Project and provide open space amenities at the Project site.

B. That the Project shall consist of a building or buildings or other facilities which are suitable for educational, cultural, recreational, community, municipal, public service or other civic purposes.

The Arena Component will provide a home ice in Nassau County for the NHL Islanders and be suitable for community and regional college, school and sport club events as well as cultural, recreational, and community events, music concerts, and family entertainment. In addition to the open space described below, the Developer is required to provide improvements and/or renovations to Elmont Road Park and Hendrickson Avenue Park, existing community parks located off-site in the Town, based on coordination with local officials and community stakeholders. The Project's approximately 10,000 sf of Community Facilities Space will offer various community-oriented programming options (e.g., educational and career development services).

The Project's approximately 5.75 acres of open space would provide hard-scaped and soft-scaped plazas on Site A and naturally landscaped areas on Site B. Site A will have approximately 2.0 acres of landscaped plazas that could include sitting areas and gathering spaces for on-site events and programming. Site B will have approximately 3.75 acres of landscaped passive open space, most of it separating and buffering adjacent residential areas that will provide visual relief and sound dampening for community residents in the homes adjacent to Site B.

C. That such Project will be leased to or owned by the State or an agency or instrumentality thereof, a municipality or an agency or instrumentality thereof, a public corporation, or any other entity which is carrying out a community, municipal, public service or other civic purpose, and that adequate provision has been, or will be made for the payment of the cost of acquisition, construction, operation, maintenance and upkeep of the Project.

ESD is a corporate governmental agency of the State, constituting a political subdivision and a public benefit corporation. ESD will retain fee ownership of the Development Sites through the term of the ESD ground leases of the Development Sites. The initial ground lease term is expected to be 49 years with one possible 50-year renewal term (for an aggregate period of 99 years). Upon termination of the leases, it is expected that the ownership of the Development Sites will revert to the fee ownership of the State.

The Development Sites are surplus to the needs of the State, and the State will convey to ESD fee title to the property for development in accordance with this GPP. ESD will ground lease the Development Sites to the Developer (comprised of private entities), and in each instance, the private tenant will be responsible for financing, constructing, operating and maintaining the Project for the term of the ground lease, and thereafter, the ownership of the Project Site is expected to revert to the State. Project documentation will include adequate provision for the payment by the Developer of the costs of the construction, operation, maintenance and upkeep of the Project. The Project documentation will require the Developer to construct and operate the Project's civic facilities in conformance with the General Project Plan and to carry out the Project's civic purposes.

<u>D. That the plans and specifications assure or will assure adequate light, air, sanitation and fire protection.</u>

Qualified ESD staff or a qualified consultant on ESD's behalf will review and approve all plans and specifications for the Project to ensure that the above criteria are complied with. Those criteria are reflected in the Design Guidelines (as defined below). All Project improvements will be designed and constructed in accordance with the Design Guidelines and the New York State Uniform Fire and Prevention and Building Code ("Building Code"). For purposes of the Building Code, OGS is the permitting authority, and the Project will be constructed pursuant to approvals by OGS and building permits issued by OGS.

3. Findings for all ESD Projects

That there is a feasible method for the relocation of families and individuals displaced from the Project area into decent, safe and sanitary dwellings, which are or will be provided in the Project area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities, at rents or prices within the financial means of such families or individuals, and reasonably accessible to their places of employment.

There are no families or individuals living or located on the Development Sites and no families or individuals are being displaced from the Project area.

G. ESSENTIAL TRANSACTION TERMS – SITE ACQUISITION, LEASE STRUCTURE, AND PROJECT FUNDING

- 1. <u>Site Acquisition</u>. The Development Sites are part of the Belmont Park Racetrack property. The State acting by and through FOB currently holds fee title to the Development Sites and ground leases the Belmont Park Racetrack to NYRA. Pursuant to the ground lease and other agreements between NYRA and FOB, NYRA will surrender its leasehold with respect to the Development Sites, and FOB will terminate the ground lease with respect to the Development Sites and sever the Development Sites from the Belmont Racetrack Property. For nominal consideration, the State will convey to ESD, for the Project, fee title to the Development Sites.
- 2. <u>Lease Structure</u>. ESD and NYBP will implement a lease structure consisting of a single master ground lease (the "Master Lease"), between ESD, as the fee owner of the Project Site and as the lessor under the Master Lease (ESD in such capacity the "Master Lessor") and NYBP as the lessee thereunder ("Master Lessee"). The initial term of the lease is 49 years with a 50-year renewal option for a total of 99 years.

Pursuant to the Master Lease, Developer will pay to ESD Base Rent aggregating \$50 million and Annual Rent aggregating approximately \$67 million over 30 years subject to prepayment. Base Rent will be paid in three installments: on the closing date, \$20 million; on the first anniversary of the closing date, \$20 million; and sixteen months after the closing date, \$10 million. Commencing with substantial completion and operation of the new main-line Elmont Station, including both eastbound and westbound platforms, and continuing on the anniversary of such date for 29 years thereafter, Developer shall pay to ESD an Annual Rent payment of \$2,240,000. ESD will use the second Base Rent payment to pay for infrastructure improvements related to the Project Site that the Developer will make.⁴ It is expected that ESD will transfer to the State, for its funding to LIRR for the design and construction of the new Elmont Station and the improvements to the Belmont Park Station, the other Base Rent payments and all Annual Rent payments.

It is expected that there will be up to four subleases under the Master Lease (each, a "Sublease", and collectively the "Subleases"), one for each Project Component. Each Sublease is expected to be on substantially similar terms to the Sublease for the Arena Component (the form of which is expected to be an exhibit to the Master Lease) except for the economic terms and matters specific to the uses and operation of each of the other Project Component sub-leasehold premises. One or more newly-formed private entities will enter into the Subleases.

It is expected that after Substantial Completion (as defined below) of the subleased Project Component and satisfaction of other requirements, the Sublease may convert into a direct ground lease (a "Direct Lease" and collectively the "Direct Leases") between the sublessee as the ground lessee and ESD as the ground lessor and that leasehold premises will be severed from the Master Lease leasehold premises. "Substantial Completion" shall mean that a temporary certificate of occupancy or completion (issued by the permitting authority for the Building Code) has been obtained for substantially all of such Project Component.

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⁴ ESD may allow the Developer to credit against this rent payment amounts paid by the Developer for infrastructure improvements made by the Developer and related to the Project.

After the third anniversary of the date as of which the Master Lease is made, interests in the Master Lease and each Sublease and Direct Lease shall be transferable, directly or indirectly, subject only to compliance with typical ESD "Prohibited Person" standards and the prior approval of ESD (not to be unreasonably withheld) regarding the ability of the transferee to successfully conduct and sustain the use contemplated by the lease, and the ability of the transferee and its guarantors (if any), to pay all amounts (including, without limiting the foregoing, PILOT and Annual Rent) due pursuant to such direct lease. With respect to the Hotel Component, the transaction documents will require that each Hotel Component ground lessee or sublessee or the Hotel Component operator demonstrate compliance with § 2879-b of the Public Authorities Law regarding labor peace.

The Master Lease, each Sublease and each Direct Lease will include covenants to comply with and perform the covenants and obligations set forth in the Memorandum of Environmental Commitments ("MEC"), including with respect to the Traffic Management Plan. The Master Lease and each Sublease and Direct Lease shall provide that the MEC and the commitments set forth herein shall run with the land as to each respective Project Component parcel separately and shall be binding upon the Master Lessee, each sublessee under a Sublease and each lessee under a Direct Lease and their respective successors and assigns for the period of time any such person or entity holds a property interest in the Project Site or until such earlier time as the relevant obligation is satisfied or fully discharged. Subject to applicable notice and cure provisions, any material default with respect to the MEC will constitute an Event of Default as defined, as the case may be, in the Master Lease and in each Sublease or Direct Lease.

The Master Lessee shall be responsible to complete the Elmont Road Park and Hendrickson Avenue Park improvements regardless of whether any of the Project Components are substantially completed. The Master Lessee will be responsible for the cost of all aspects (e.g., all costs of planning, design, insurance, approvals and inspections, and construction) of these park improvements. It is expected that the Developer will complete the improvements prior to earlier of the substantial completion of the Arena Component or October 31, 2021.

Notwithstanding the fact that the Project Site is exempt from real estate taxes due to its fee ownership by ESD, the lessee of each Project Component shall pay to ESD, as supplemental rent, PILOT. PILOT shall mean

- (i) from the date of closing of the Master Lease until Substantial Completion of the Arena Component, estimated to be approximately \$479,000 per annum;
- (ii) in the case of the Arena Component, a per event fee of (i) \$10,000 per "full event" (defined as an event with more than 5,000 attendees) or (ii) \$5,000 per "half-event" (defined as an event with 5,000 or fewer attendees), and such amount is to be paid in addition to any entertainment tax imposed by the County on events held within the County. Commencing upon the Substantial Completion of the Arena Component, the Developer for the Arena Component will guarantee a minimum annual payment of \$1,000,000 with annual escalation for the Arena Component;
- (iii) in the case of the Hotel Component, an amount equivalent to the actual real estate taxes, subject to a twenty-year abatement period commencing upon Substantial Completion of the Hotel Component, on the improvements phased in on a straight-line basis with fixed per annum incremental rate increases to reach full tax equivalency and subject to subsequent assessments;

- (iv) in the case of the Retail Village Component, an amount equivalent to the actual real estate taxes, subject to a fifteen-year abatement period commencing upon Substantial Completion of the Retail Village Component, on the improvements phased in on a straight-line basis with fixed per annum incremental rate increases to reach full tax equivalency and subject to subsequent assessments; and
- (v) in the case of the Site A Retail/Office Component or any other portion of the Project an amount equivalent to actual real estate taxes, subject to a ten-year abatement period commencing upon Substantial Completion of the Site A Retail/Office Component or such other portion, on the improvements phased in on a straight-line basis with fixed per annum incremental rate increases to reach full tax equivalency and subject to subsequent assessments.

In addition to the foregoing, the Master Lessee and the Direct Lessee of each Project Component as well as the Master Lessee and the Direct Lessee for each Grade Separated Connection shall pay all assessments for local improvements and any other imposition levied by any municipality or political subdivision of the state with respect to the Project Site, the Project Component or the Grade Separated Connection. ESD will cooperate in a sales tax exemption with respect to building materials, fixtures and items for the initial construction of the Project Components occurring on the Development Sites and in a mortgage recording tax exemption for the initial financing of the development of each Project Component.

The tenant under the Master Lease, and each respective Sublease or Direct Lease is expected to fund a reserve or another arrangement for, among other things, essential capital repairs and replacement of worn out or obsolete fixtures and equipment so that at the end of the applicable lease term (i) each facility on the leasehold premises is suitable for continued operation for its intended use or (ii) the leasehold premise is cleared of all improvements and returned to a raw graded condition.

3. Project Funding

The Project will be privately financed with the following sources and uses totaling approximately \$1.3 billion.

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Arena and	Common	Δrea	Sources	and	Hses

Sources	\$MM	%	Uses	\$MM	%
Construction Loan	\$660	69%	Arena Hard Costs+ contingemcy	\$749	78%
Equity	\$295	31%	Design and Engineering Fees	\$34	4%
			Consulting, Legal, and Administrative	\$44	5%
Total	\$955	100%	Permits/Testing/Fees	\$16	2%
% of All Sources		74%	Payments to ESD	\$50	5%
			Financing and insurance	\$62	6%
			Total	\$955	100%

Retail Village Sources and Uses

Sources	\$MM	%	Uses	\$MM	%
Construction Loan	\$152	67%	Hard cost	\$169	75%
Equity	\$73	33%	Tenant Improvements	\$18	8%
			Soft cost	\$17	7%
Total	\$225	100%	Financing costs (Interest Reserve and Fees)	\$16	7%
% of All Sources		17%	Leasing, Marketing & Reserves	\$5	2%
			Total	\$225	100%

Hotel Sources and Uses

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Sources	\$MM	%	Uses	\$MM	%
Construction Loan	\$77	65%	Hard cost	\$95	80%
Equity	\$42	35%	Soft cost	\$13	11%
			Financing costs (Interest Reserve and Fees)	\$7	6%
Total	\$119	100%	Pre-Opening and Reserves	\$4	3%
% of All Sources		9%			
			Total	\$119	100%

H. LOCAL LAW AND REGULATION OVERRIDES, DESIGN GUIDELINES, AND BUILDING CODE

Pursuant to the Town of Hempstead Building Zone Ordinance ("BZO"): (i) the Development Sites are generally zoned residential (Residence B), (ii) Site B's Hempstead Turnpike frontage is zoned Business X for a depth of 100 feet and (iii) Site B is included within the Town's Hempstead Turnpike – Elmont Overlay Zone (Gateway) (HT-E, G). Neither the Development Sites' historical uses nor the Project's uses and configuration would conform to the local requirements, including zoning and land use requirements (e.g., uses, signage, lighting, storm water management, subdivision, fencing, etc.). Therefore, in order for ESD to effectuate the Project, compliance with the requirements of such local laws, ordinances, codes, charters or regulations is not feasible or practicable, and ESD overrides the local zoning, land use and planning requirements and restrictions, including, without limiting the foregoing, the Town's BZO and the Hempstead Town Code, to the extent that they are inconsistent with the Project.

The Project will be subject to design guidelines that provide for, among other things, use, bulk, dimensional, and form parameters to be applied in lieu of zoning and other local regulations (the "Design Guidelines"). The Master Lease, each Sublease and each Direct Lease will require that all construction and maintenance of the Project and each Project Component be in accordance with the Design Guidelines.

The Building Code will apply, including with respect to all construction, buildings, structures and infrastructure on the Project Site. The permitting authority for the purposes of the Building Code is OGS.

I. ENVIRONMENTAL REVIEW

ESD is the lead agency for environmental review under the New York State Environmental Quality Review Act and the implementing regulations of the New York State Department of Environmental Conservation (collectively "SEQRA"). A Final Environmental Impact Statement has been prepared under the direction of the lead agency. SEQRA Findings will have been adopted by the ESD Directors, and this action will conclude the environmental review requirements for the GPP.

J. GENERAL PROJECT PLAN REVIEW

ESD, in conformance with the requirements of the UDC Act, held a duly noticed public hearing on the adopted General Project Plan, that commenced on Tuesday, January 8, 2019, at 6:30 p.m. and adjourned at approximately 9:00 p.m. to continue Wednesday, January 9, 2019, from 4:00 p.m. to 6:00 p.m., and then adjourned to continue from 6:30 p.m. until approximately 8:30 p.m. and then adjourned to continue Thursday, January 10, 2019, from 6:00 p.m. until approximately 10:00 p.m., during which ESD received oral and written comments from elected officials and the general public. ESD received further written comments until 5:00 p.m. March 1, 2019 (at the public's request, ESD extended the comment period from its original February 11, 2019 end date). Based on those comments and other comments received by ESD, the adopted General Project Plan has been modified, to include: off-site improvements to Hendrickson Avenue Park as well as Elmont Road Park; reduction of the Project's retail space from 435,000 sf to 350,000 sf; the addition on Site B of a buffer including a densely landscaped 8foot high natural berm topped with a contiguous line of evergreen trees; the addition, entirely within the North Lot, of an up to 12 foot high privacy screened fence, vegetated with an 8-foot tall dense hedgerow, along the lot's eastern perimeter with the Floral Park-Bellerose School and a privacy screened fence along Belmont Park Road; new NICE bus cutouts and shelters on each side of Hempstead Turnpike adjacent to the Project Site; the addition of LIRR's new commuter full time Main Line Elmont Station (with commuter parking in the North Lot); and the requirement for lease covenants regarding compliance with the Memorandum of Environmental Commitments, including the implementation of the Traffic Management Plan. The General Project Plan modifications also include a 55,000 sf increase in the Arena Component (from 690,000 sf to 745,000 sf) for improved customer amenities.

K. NON-DISCRIMINATION AND CONTRACTOR AND SUPPLIER DIVERSITY REQUIREMENTS

ESD's Non-Discrimination and Contractor & Supplier Diversity policies will apply to this Project. The Developer shall be required to include minorities and women in any job opportunities created, to solicit and utilize Minority and Woman-Owned Business Enterprises ("MWBE) and Service Disabled Veteran-Owned Businesses (SDVOB) for any contractual opportunities generated in connection with the construction of the Project and shall be required to use Good Faith Efforts (pursuant to 5 NYCRR §142.8 and 9 NYCRR § 252.2) to achieve an overall MWBE Participation Goal of 30% and an overall SDVOB goal of 6% related to the total value of hard costs and soft costs of the construction of the Project. The overall MWBE goal shall include a Minority-Owned Business Enterprise Participation Goal of 15% and a Woman-Owned Business Enterprise Participation Goal of 15%.

Attachments

Figure A – Development Sites Figure B – Site Plan

Figure A

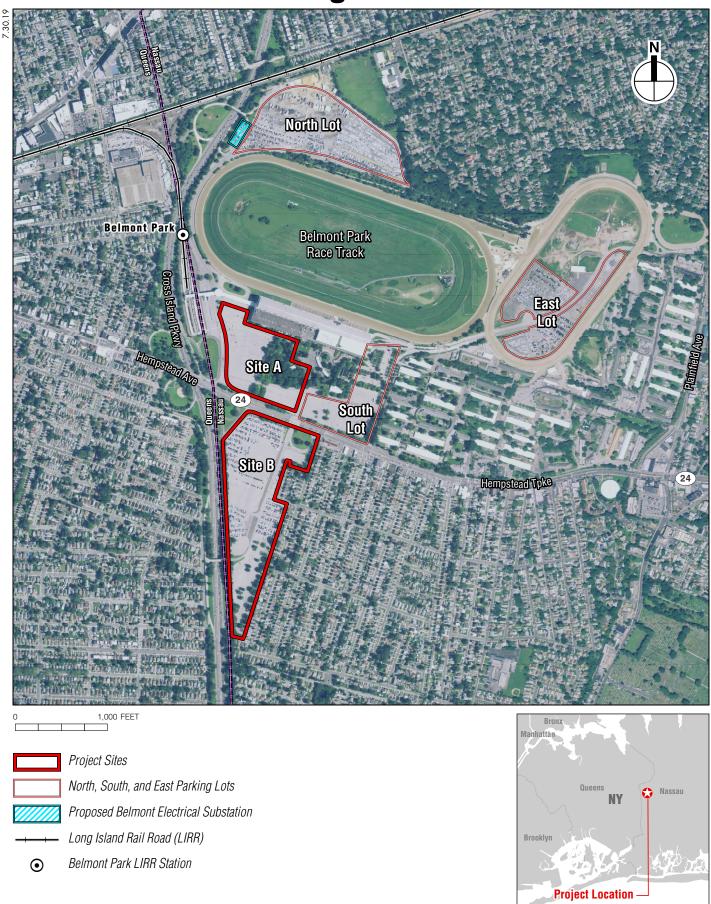
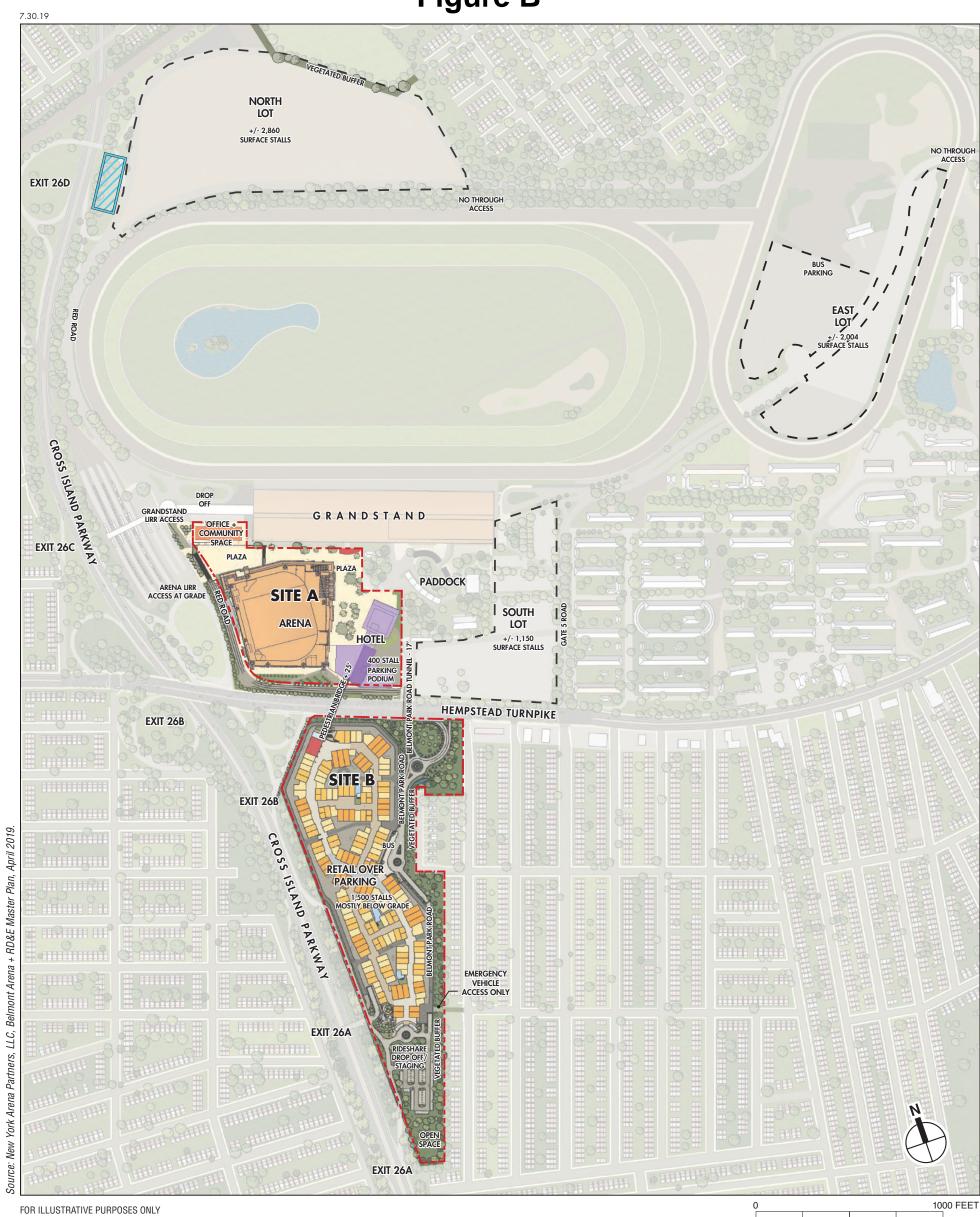
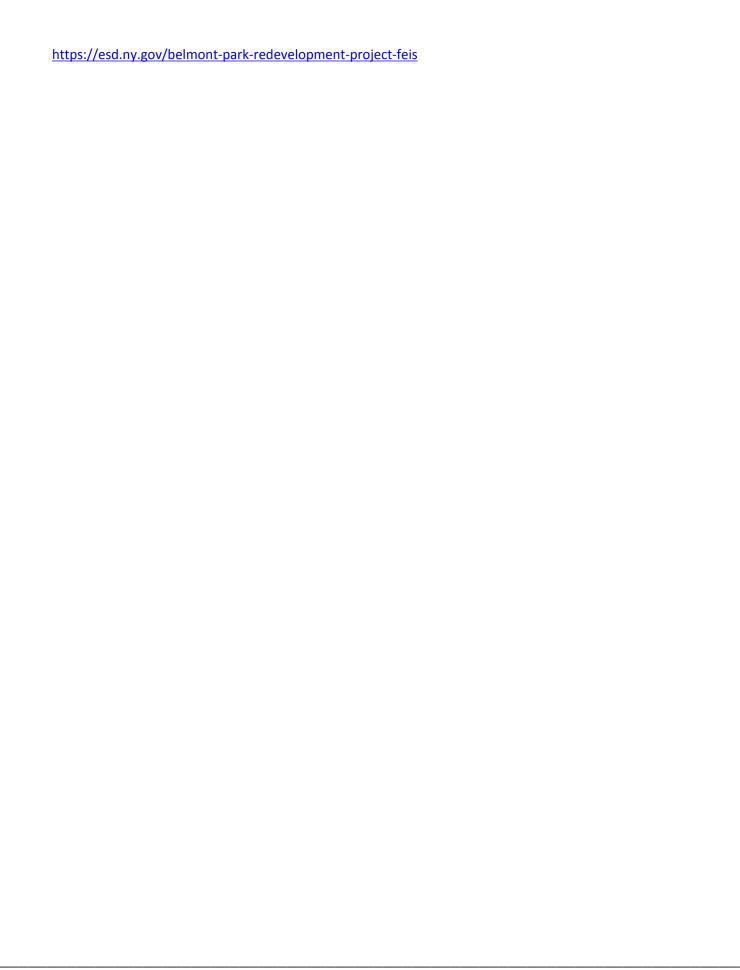


Figure B



----- Project Sites
---- North, South, and East Parking Lots
Proposed Belmont Electrical Substation



Site Conditions Study Belmont Park Race Track

Hempstead Turnpike Town of Hempstead Nassau County, New York

PREPARED FOR

Empire State Development 633 Third Avenue – Floor 37 New York, NY 10017

PREPARED BY



VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

November 2018



Table of Contents

Introdu	ıction	
1.1	Purpose of Study	1
1.2	Methodology	2
Site His	story	4
2.1	History of Belmont	4
2.2	Changes to the Site Over Time	6
Land Us	se/Utilization of Land	8
3.1	Land Use	8
	3.1.1 Land Use of the Site	
	3.1.2 Land Use of the Surrounding Area	8
3.2	Current Use of Belmont	10
3.3	Current Use of Site A and Site B	10
	3.3.1 Site A	10
	3.3.2 Site B	11
3.4	Current Utilization of Parking at Belmont	11
Plannin	ng History for the Sites	14
4.1	Nassau County Comprehensive Plans	14
	4.1.1 1998 Comprehensive Plan	14
	4.1.2 Draft 2010 Nassau County Master Plan	15
4.2	2008 Elmont Community Vision Plan	15
Site Co	nditions	17
5.1	Methodology of Physical Conditions Review	17
5.2	Physical Conditions of Parking Lots on Sites A and B	17
5.3	Physical Conditions of Belmont Backyard	18
Zoning.		34
6.1	Zoning of the Site and Surrounding Area	34
6.2	Conformity to Zoning	35
Econom	nic Conditions	36
7.1	Current Tax Revenue of the Site	36
7.2	Current Revenues (Site A and B)	37
Conclus	sions	38
Referen	nces	40

List of Tables

Table No.	Description	
Table 1	Historical Aerial Descriptions of Study Area	
Table 2	Number of Parking Spaces Per Lot	
Table 3	Study Area Tax Revenue	

List of Figures

Figure No.	Description	
Figure 1	Site Location	
Figure 2	Land Use	
Figure 3	Parking Lots	
Figure 4	Photographic Locations	
Figure 5	Zoning	

Site Conditions Study	
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List of Appendices

Appendix No. Description

Appendix A Site Aerials

Appendix B Photograph Log

Site Conditions Study	
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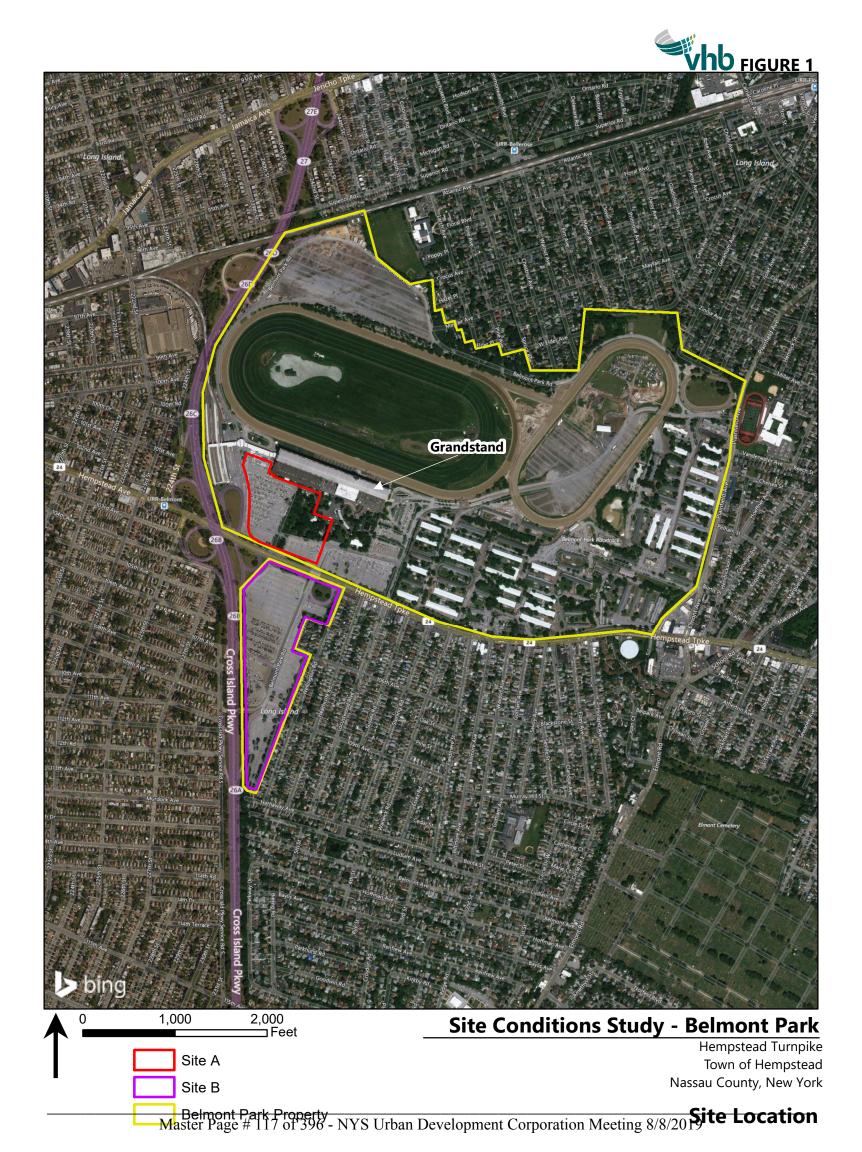
Introduction

1.1 Purpose of Study

The following report presents an analysis of existing conditions at two sites (Sites A and B) within Belmont Park Race Track (Belmont) located in the Town of Hempstead New York (see Figure 1, Study Area Location). The two sites total approximately 43 acres, consisting of approximately 15 acres on Site A, north of Hempstead Turnpike, and approximately 28 acres on Site B, south of Hempstead Turnpike.

These sites (the Study Area) are included in a proposed Belmont Park Race Track Civic and Land Use Improvement Project under consideration by the New York State Urban Development Corporation doing business as Empire State Development (ESD). Sites A and B are being considered for redevelopment under the New York State Urban Development Corporation Act which empowers ESD to undertake projects aimed at promoting a vigorous economy, preventing economic stagnation, addressing substandard and insanitary conditions, creating new job opportunities and achieving other public purposes. Among the projects that ESD may undertake are "land use improvement projects," which the ESD Directors may authorize upon finding:

(1) That the area in which the project is to be located is a substandard or insanitary area, or is in danger of becoming a substandard or insanitary area and tends to impair or arrest the sound growth and development of the municipality;



- (2) That the project consists of a plan or undertaking for the clearance, replanning, reconstruction and rehabilitation of such area and for recreational and other facilities incidental or appurtenant thereto;
- (3) That the plan or undertaking affords maximum opportunity for participation by private enterprise, consistent with the sound needs of the municipality as a whole.

VHB has undertaken this study to examine conditions in the Study Area, and to do so in the context of its past use and the history of Belmont Park Race Track, as well as economic conditions and current land uses and zoning in the Study Area and surrounding areas.

1.2 Methodology

This report presents a history of Belmont Park Race Track as well as past and present use of and physical conditions of the Study Area. The sites are examined in the context of Belmont as a whole, and in relation to current and anticipated trends regarding the use of Belmont. To analyze the sites, a variety of resources were used to document historic and present uses and conditions.

The history of Belmont was chronicled using information developed by ESD and its consultants in preparing the Belmont Park Civic and Land Use Improvement Project Draft Environmental Impact Statement (DEIS). Attendance and current use of Belmont Park was documented using data from The New York Racing Association (NYRA) Media Guides. Changes to the Study Area over time were chronicled by review of historical aerial photographs, which are attached in Appendix A (Site Aerials).

The description of land use and zoning of the site and surrounding neighborhoods was prepared using information compiled by ESD's consultants for the DEIS. Data on the parking space capacity for all lots within Belmont was obtained from the DEIS. In preparation of the DEIS, on-site parking surveys were conducted at Site A, Site B, and South Lot in October 2017 to assess current parking utilization.

The site has been considered in public policy and planning documents prepared at both the local and County level. The following documents were reviewed to establish the planning history of the site:

- ➤ Town of Hempstead Building Zone Ordinance (https://ecode360.com/HE0972)
- Saccardi & Schiff, Inc. and Sustainable Long Island, *Elmont Community Vision Plan*, Town of Hempstead (June 2008)
- Nassau County Planning Commission, Nassau County Comprehensive Plan, Nassau County, New York (December 1998)
- Nassau County Planning Commission, Nassau County Master Plan Update 2008: Trends Analysis, Nassau County, New York (2008)
- Nassau County Planning Department et al., 2010 Nassau County Master Plan (Draft October 2010)

Current physical conditions of the site were based on field observations. Field observations and photographs were taken of Sites A and B on September 24, September 29, and October 3 in 2018.

- September 24 was a non-racing day with the parking lots containing no visitor parking. Site photographs are contained in Appendix B, Photographic Log.
- September 29 was a Saturday racing day with stakes races and an advertised Family Day with special amenities and events for families.
- October 3 was a weekday racing day with no special events.

A commercial property inventory was conducted on November 14, 2018.

Information regarding current economic conditions of the site was obtained from ESD and the DEIS. ESD also provided information regarding the history of the Belmont Park Redevelopment Project. The current development program of the Belmont Park Redevelopment Project was informed by ESD and information developed for the DEIS.

Combined, these resources provide the basis for an assessment of past and current conditions of the site, as well as its future potential.

2

Site History

2.1 History of Belmont

Belmont first opened on May 4, 1905. The grand opening attracted more than 40,000 fans. August Belmont, Jr., along with other investors created Belmont Park Race Track at its current location in the unincorporated hamlet of Elmont, in the Town of Hempstead, New York. This track replaced Jerome Park Race track in the Bronx, which was closed to build the Jerome Park Reservoir. The Belmont Stakes started in the Jerome Park Race track and was moved to Belmont after the closure of the race track at Jerome Park.

Belmont experienced the same waves of popularity as the rest of the horse racing sport did nationwide. By the 1920s, racing was in its golden age, and the track drew elite, middle class, and working-class spectators. The American public continued to love horse racing into the 1930s and 1940s, when several super-star horses were featured in intersectional races, resulting in Triple Crown winners in 1930, 1935, 1937, and 1941.

Racing faced a decline during World War II, when several tracks were closed for military use. After the war ended, the sport experienced a slow return, but by the 1950s and 1960s spectators returned. During this time, Belmont was renovated, increasing seating and modernizing the track. As a result, around 1968 Belmont became the largest Thoroughbred racing track in North America with seating for 33,000 and a total capacity for 90,000±.

In 1970 Belmont had an average daily attendance of 27,425¹ at the Fall Meet (Fall Meet takes place mid-September through late October). Belmont did not hold a Spring Meet (Spring Meet takes place late April through mid-July) until 1975. In 1971, New York State created the Off-Track Betting Corporation (OTB), which no longer required bets to be made at the track, causing attendance at Belmont to drop. When a track was constructed at the Meadowlands in New Jersey, it also caused a noted decrease in attendance at Belmont. Between 1970 and 1983, racing attendance declined at Belmont from the average daily attendance for the Fall Meet of 27,425 in 1970 to 19,521 (Spring Meet) and 16,732 (Fall Meet) in 1983².

In the 1980s and 1990s, the number of racing days also decreased, attendance fell, and the purses were reduced at Belmont. The rise of other forms of legalized gambling, including legal casinos, state lotteries, bingo, and charitable gambling also impacted horse racing. Simulcast racing significantly affected track attendance, because although there was still an interest in horse racing, there was no longer the need to attend the races to bet on them. This greatly affected Belmont, where in the early 1990s, more than 100,000 people (about half of the racing handle) bet on Belmont events at OTB. This type of betting prevented NYRA from retaining the 9.3% of each wager it would have received if a bet was placed at its track. Instead, it only received 2.5% of each wager for OTB bets. From 1995 onward Belmont's profits declined and it sustained losses every year beginning in 2001³. The impact from OTB compounded NYRA's problems because many of the OTB establishments were facing financial difficulties of their own and by 2006 NYRA was owed \$11,500,000 from OTB⁴. As a result of this and other factors NYRA filed a petition for bankruptcy in late 2006.

Under a settlement approved in the bankruptcy proceeding in 2008, NYRA acknowledged the State of New York's title to Belmont. Among other things, the bankruptcy settlement provided for the creation of a new not-for-profit entity called The New York Racing Association, Inc. (referred to in the bankruptcy documents as "New NYRA", which is the current tenant of Belmont). Pursuant to the bankruptcy settlement New NYRA took over operation of Belmont under a ground lease with the State and a franchise agreement among New NYRA, the State and the State's Franchise Oversight Board. Both the ground lease and the franchise agreement reserved to the State the right to develop certain real estate parcels at Belmont, with conditions, which encompass Site B and most of Site A⁵.

Today, horse racing still generates attendance at Belmont, but not to the same extent it has in the past. Featured, intersectional races and the Belmont Stakes continue to draw

¹ NYRA media guides 1980-2009

² NYRA media guides 1980-2009

³ Disclosure Statement for the Plan of Debtor Pursuant to Chapter 11 of the United States Bankruptcy Court dated October 23, 2007

⁴ Disclosure Statement for the Plan of Debtor Pursuant to Chapter 11 of the United States Bankruptcy Court dated October 23, 2007

⁵ Prior to the State's conveyance to ESD, NYRA would surrender to the State an approximately seven-acre parcel of the NYRA lease premises that is included in Site A

nationwide attention as televised events, but these are few in number and the daily races at Belmont continue to face low attendance rates, where daily average attendance in the fall of 2017 was 3,037 and 4,293⁶ in the spring, representing a decline in daily average attendance of more than 85% since the peak in the 1970s.

2.2 Changes to the Site Over Time

EDR, an environmental consulting firm, conducted a search and provided copies of available historical aerial photographs showing the Study Area (Sites A and B), as well as surrounding properties. VHB reviewed aerial photographs available from EDR (1924, 1951, 1954, 1961, 1966, 1976, 1980, 1984, 1994, 2006, 2009, 2013 and 2017) to identify information regarding past uses of the Study Area and surrounding properties. (These photographs are attached as Appendix A).

Table 1 is a summary of information provided by the aforementioned historical aerial photographs. Based on the aerial documentation, the development of the lots at Sites A and B also corresponds to the decades when the park experienced peak attendance (1960's and 1970's). No significant changes were noted to the Study Area between 1976 and 2017 except for the addition of two structures and a helipad marking present on Site A within the 1994 aerial photograph depiction. These structures were no longer present as of the subsequent (2006) aerial photograph. It is noted that while daily average attendance decreased by more than 85% percent through the 1980's to the present, Sites A and B, which were developed with surface parking and racing-related uses during the period of peak attendance at Belmont, have not been improved since Belmont's heyday.

The 1924 photograph depicts the properties surrounding Belmont as consisting of sparse residential development with cleared land and small areas of agriculture. By 1951, the majority of the area was built out with single-family residences, exclusive of the area within the Belmont Park Race Track Facility. The Cross Island Parkway to the west of Site A and Site B was developed and Hempstead Turnpike was expanded by 1951. Between 1951 and 2017 little change was noted to the surrounding areas. Aerials show that at least since 2013 portions of Site B have been used for car dealership vehicle storage.

⁶ New York Racing Association Media Guides (2017 and 2018)

Table 1 Historical Aerial Descriptions of Study Area

Date	Comments
1924	Site A consists of a treed landscape area with a long, covered pathway leading to the main entrance of the former race track Grandstand. Portions of the Grandstand building are within the limits of Site A in this aerial photograph depiction. Two structures, likely residential, are present at the southeast portions of Site A. A Long Island Rail Road (LIRR) terminal is present at the northern portions of Site B followed by cleared area, likely former agriculture, and an undeveloped forested area to the south. The race track is present to the north of Site A. Surrounding sites consist of sparse residential and agricultural development. The LIRR train tracks continue to the north along the western border of Site A and Hempstead Turnpike is present running east-to-west between Site A and Site B.
1951	The western portions of Site A have been disturbed in preparation for the currently existing parking lot. A residential structure is visible at the southern portions of this disturbed area (southwest portions of Site A). A small man-made water feature is now visible at the east-central portions of Site A. The southern portions of Site B have been partially cleared. The Cross Island Parkway has been developed to the west of the subject property and the majority of the surrounding area has been built out with residences. An artificial pond has been developed within the race track, and Hempstead Turnpike has been expanded.
1954	The Study Area is shown as consistent with its 1951 aerial photograph depiction.
1961	A parking lot has been developed to the east of Site A and encroaches onto the southeast portions of Site A, replacing the former structures at this location. In addition, the aforementioned structure at the southwest portions of the Site A has been demolished. The northeast portions of Site A continue to consist of treed landscaped areas. The disturbed area at the western portions of Site A has been cleared. Site B consists of cleared land with several access roads providing access to surrounding roadways. The aforementioned LIRR terminal has been removed from this location and a new terminal has been developed adjacent to the west of Site A. An additional pond has been developed within the race track.
1966	The former Grandstand has been demolished and replaced with a new Grandstand. The new structure is located completely outside of Site A. Portions of the aforementioned pathway have been demolished. A small structure is now present within the landscaped area at the northeast portions of Site A.
1976	The areas of disturbance within Site A and Site B have been developed with the existing parking areas for Belmont. The remainder of the main entrance pathway has been removed. Several small structures, likely amenity buildings for the raceway, are now visible within the northeast portions of Site A.
1980- 1984	The Study Area is shown as consistent with its 1976 aerial photograph depiction.
1994	Two structures are now present on the western parking lot of Site A. In addition, a helipad marking is visible on this parking area.
2006	The aforementioned structures and marking are no longer present within the Site A parking lot.
2009- 2017	The Study Area is shown as consistent with its 1976 aerial photograph depiction. However, from 2013 forward, portions of Site B are now used for vehicle storage for car dealerships.

3

Land Use/Utilization of Land

3.1 Land Use

3.1.1 Land Use of the Site

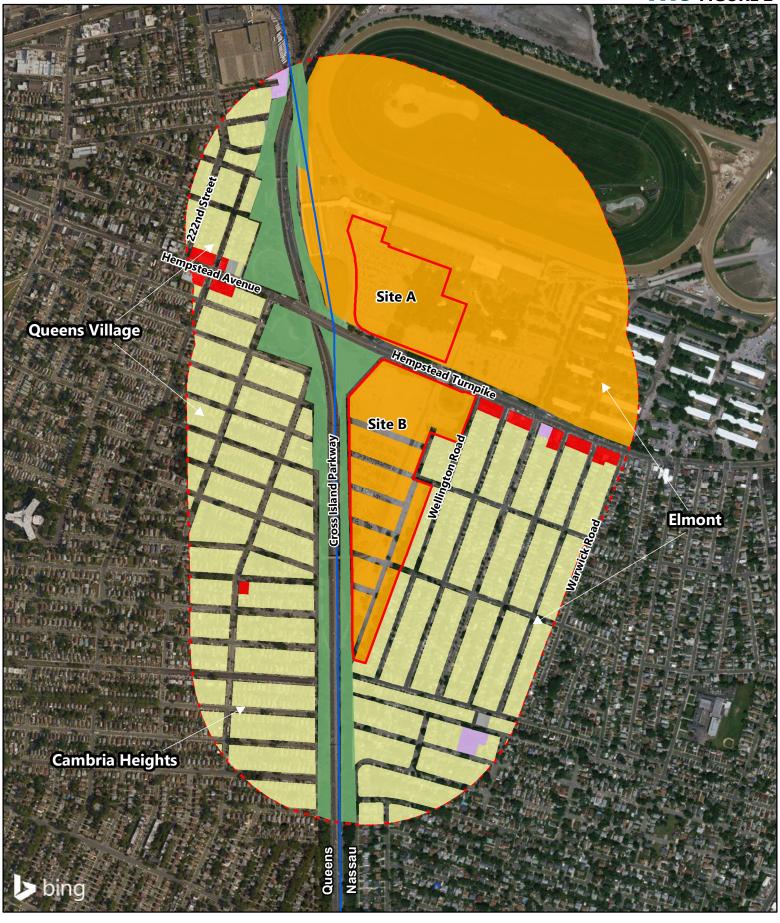
The existing uses of Site A and Site B are summarized in Sections 3.3.1 and 3.3.2, respectively. Site A encompasses an existing parking lot for Belmont employees and patrons, and a portion of Belmont's Backyard area. Site B comprises an existing parking lot that is generally used for overflow parking for Belmont, as well as vehicle storage for car dealerships.

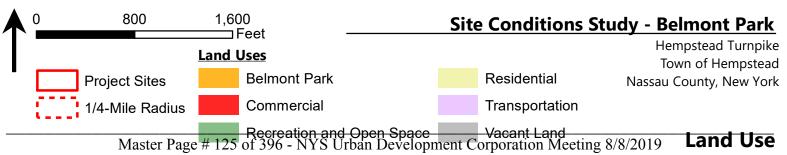
3.1.2 Land Use of the Surrounding Area

This section examines the existing land uses in the surrounding area within an approximately ¼-mile radius from the Study Area.

An initial land use map was created using both Nassau County and New York City geographic information system (GIS) data. This information was then verified by a drivethrough of the area conducted in 2018. Adjustments were then made and a final land use map, depicting the land uses within the entire ¼-mile radius Study Srea was created (see Figure 2, Land Use).







Outside of Belmont itself and the nearby primary commercial corridors of Hempstead Turnpike, the predominant land use in the Study Area is single-family residential.

The commercial core closest to Sites A and B consists of approximately nine stores located in predominantly lower-density free-standing commercial buildings that contain fast food restaurants, convenience retail, medical building, gas station and a used car dealership. These uses line the south side of Hempstead Turnpike eastward from Wellington Road (directly across from Belmont) to Warwick Road and located next to Site B, as seen in Figure 2. A windshield survey indicated that one store, a sit-down restaurant, in this nearby commercial strip was vacant as of November 2018.

Further away from Sites A and B, west of the Cross Island Parkway, along Hempstead Avenue (Hempstead Turnpike changes to Hempstead Avenue in Queens County), small-scale buildings are found which include medical, motel, liquor store, bar, and office uses. There are approximately 10 commercial buildings, two of which are vacant.

Land Uses in 1/4 Mile Radius

The area within a ¼ mile radius of Sites A and B include communities within both the Town of Hempstead in Nassau County and the Borough of Queens in New York City. For ease of reference, the geographic areas are identified on Figure 2.

Aside from portions of Belmont that are not part of the Sites, the predominant land use within the ¼ mile radius from the Study Area is single-family residential, with some two-family and multi-family residential. The exception is that the predominant use along Hempstead Turnpike is commercial. The most prominent land use features of the surrounding communities are discussed below.

Elmont

Elmont is a neighborhood located in the Town of Hempstead, Nassau County. This neighborhood is located south and southeast of the Sites. The Elmont neighborhood is predominantly residential with commercial uses along the Hempstead Turnpike corridor.

Queens Village (south)/Cambria Heights

This area consists of the neighborhoods of Cambria Heights and a portion of Queens Village, both within the Borough of Queens. This area is a largely residential area with a few mixed residential and commercial uses. The Cross Island Parkway and its interchange with Hempstead Turnpike defines the eastern boundary of these neighborhoods.

Queens Village (north)/Bellerose Manor

This area comprises the neighborhoods of Bellerose Manor and a portion of Queens Village, both situated in the Borough of Queens. These neighborhoods contain a diversity of uses including residential, industrial and manufacturing, transportation and utility, and community facilities. The Cross Island Parkway and its right-of-way generally define the eastern edge of these neighborhoods. The Cross Island Parkway is a major transportation corridor located within this area.

3.2 Current Use of Belmont

The 430±-acre Belmont Park Race Track complex and the structures and facilities inside it are owned by the State of New York and are operated by NYRA under a long-term lease with the State. It is one of the major Thoroughbred horseracing facilities in the country and has been in active use since 1905.

Belmont is typically open for racing from late April through mid-July (known as the Spring Meet), and again from mid-September through late October (the Fall Meet). The Grandstand seats about 33,000 and the Race track facility can accommodate up to 90,000±. The premier racing event is the Belmont Stakes, a one day event which typically attracts between 60,000 to 100,000 attendees. It is the third leg of the Triple Crown of Thoroughbred racing, held in the beginning of June. Several stakes races in the Spring and Fall Meets typically attract a larger-than-average daily attendance. Outside of these specific events, Belmont has an average daily attendance of approximately 3,000-4,000 visitors during the Spring and Fall Meets. In 2017, total attendance during the Spring Meet was 285,250 (54 days, including the Belmont Stakes), with 106,306 total visitors during the Fall Meet (35 days)⁷.

Belmont Park Race Track not only contains the main track and Grandstand (which includes seating for viewing the races, the Clubhouse, and a number of dining facilities), but comprises other areas, including the Backyard area. East of the Grandstand and Backyard area are: parking for the Horsemen (including trailers); the Backstretch area (including the training track, indoor track, pony track, barns and stables, blacksmith, exercise and grooming areas, backstretch personnel living quarters/dormitories), and the Anna House. There is an on-site pedestrian bridge connection between the Grandstand area (on the west) and the Long Island Rail Road (LIRR) platforms. In addition, there are two tunnels under Hempstead Turnpike that connect the Belmont Grandstand area with the parking lot on Site B.

3.3 Current Use of Site A and Site B

3.3.1 Site A

Approximately 8 acres of Site A have the capacity for surface parking of 1,185 cars. Site A also includes a portion (approximately 7 acres) of a NYRA-operated outdoor area (the Backyard) adjacent to Belmont's Grandstand and paddock. The site is bordered on the south by Hempstead Turnpike, a four-to six-lane arterial road that is a major commercial corridor. Site A is also adjacent to the Cross Island Parkway, a six-lane limited access highway that extends north from the interchange of the Southern State and Belt Parkways

⁷ New York Racing Association Media Guides (2017 and 2018)

⁸ The Backyard area contains picnic tables, concession stands, televisions and betting kiosks, a playground, a duck pond and the Paddock (where horses are saddled before races, and which is accessible to the viewing public).

⁹ The Anna House is a childcare and early childhood education facility, located within Gate 6 at Belmont Park approximately 0.29 mile from the South Lot. The Anna House is only accessible to employees of Belmont and Aqueduct Race track, specifically for the children of parents working in the thoroughbred racing backstretch area at New York State's Belmont Park Race Track, Aqueduct Race track and Saratoga Race Course.

near Valley Stream to its interchange with the Whitestone Expressway near College Point, Queens. West of Site A, the Cross Island Parkway runs along the Nassau-Queens border. Immediately west of Site A is the Belmont terminal of the LIRR, located on a spur of the Hempstead Branch. The terminal is a seasonal-use LIRR facility; the terminal is open and train service is provided only during the Belmont racing seasons and only on live racing days.

3.3.2 Site B

Site B, located south of Hempstead Turnpike, is an approximately 28-acre triangular-shaped parcel currently used for vehicle storage for 10 different car dealerships for a majority of the year and as surface parking for Belmont visitors on large-volume event days (e.g., the Belmont Stakes). At times a small area of Site B is used for staff parking. Site B has a total capacity of 2,580 vehicles in the parking lot at Site B. It is bounded on the east by residential development and the west by the Cross Island Parkway. There is currently no substantial buffer area between the residential homes and the parking lot, only chain-linked fencing and some sparse vegetation.

3.4 Current Utilization of Parking at Belmont

Existing parking at Belmont is provided in four main areas—on Site A (north of the Hempstead Turnpike and west of the Backyard), on Site B (south of Hempstead Turnpike), in the South Lot (between the Hempstead Turnpike and the Grandstand/Backyard), and in the North Lot (on the north side of the race track). Based on information provided in the DEIS, parking capacity is as follows:

- 1,185 spaces on Site A;
- > 2,580 spaces on Site B;
- 1,150 spaces in the South Lot; and
- 3,000 spaces in the North Lot.

Besides the parking lots typically or occasionally used by race track attendees, there are an additional 3,420 spaces located in lots that are usually not in use for attendees (see Table 2). With all Belmont parking lots combined, there is a combined parking capacity of approximately 11,335 spaces.

The locations of the existing parking areas are illustrated in Figure 3, Parking Lots. On typical racing days, general parking on Site B and the North Lot is free, while preferred parking in the other parking areas ranges from \$3.00 to \$7.00. It is also noted that other parking areas are provided at Belmont for trainers and backstretch workers (in the vicinity of the barn/stable area and the Blue Lot in the training track) and by race track attendees during the Belmont Stakes (these areas include the Blue Lot, White Lot, and Pony Track Lot, in the vicinity of the training track).

Site A is regularly used for patron and staff parking on racing days because it is located close to the Grandstand and other facilities and cars are typically directed towards Site A when entering the site. The northern portion of Site B is generally used for some patron parking on racing days because parking is free on this lot and patrons take advantage of the free parking.



Based on existing parking utilization surveys conducted at Site A, Site B, the North Lot and the South Lot in October 2017 for the DEIS, midday parking utilization associated with race track patrons during racing season at Belmont ranges from approximately 795 vehicles on a weekday to approximately 2,030 vehicles on a Saturday.

In addition to accommodating parking demand for race track patrons, it is noted that the parking lots at Belmont were also being used to store new and used cars prior to being delivered to auto dealerships as well as trucks and trailers. Approximately 6,600 to 7,200 dealership cars and 100 trucks/trailers were observed as being stored in Site A, Site B, the Blue Lot, the North Lot and the South Lot during the October 2017 surveys, which were counted separately from the vehicles associated with race track patrons.

Peak demand for parking spaces at Belmont occurs during the annual Belmont Stakes. Based on data provided by NYRA, on Belmont Stakes day in 2016, 8,932 parking spaces were used for patron, staff and vendor parking (attendance was 60,114 people). In 2017, 6,537 parking spaces were used (attendance was 57,729 people), and in 2018, 7,316 parking spaces were used (attendance was 90,327). Note that attendance for 2018 was especially high because it was a year with a possibility for a Triple Crown winner. LIRR ridership consistently increased over those three years. Therefore, with peak attendance at the Belmont Stakes in 2018, 7,316 parking spaces were needed, leaving 4,019 parking spaces unused.

As noted above, approximately 2,030 parking spaces were needed on a typical Saturday racing day, leaving a surplus of 9,305 parking spaces. The racing seasons at Belmont run from late April through mid-July and from mid-September through late October. In 2018 there were a total of 90 racing days¹⁰. For at least 275 days of the year, when racing is not in session, these parking lots are used for car dealership and truck storage and staff parking or are otherwise vacant and not utilized. As a whole, the parking lots in the Study Area are significantly underutilized on all but one day per year (Belmont Stakes day) and even on that day there has been a significant amount of unused spaces in recent years.

The parking facilities were built during times of peak attendance at Belmont, however, average daily attendance levels have dropped significantly over the decades and on Belmont Stakes Day transportation modes other than individual passenger cars (including LIRR and ride sharing) have increased in recent years. The lots are not used at all for Belmont patrons during the three-quarters of the year falling outside of racing season. While the parking lots at Sites A and B are in regular use on racing days, Belmont has capacity to accommodate the 3,765 vehicles that Sites A and B can hold on other lots within Belmont on racing days, such as the Blue Lot and the North Lot which now are typically not used on racing days. The parking capacity on Sites A and B is no longer needed even on peak days. On the peak attendance day over the past two years there was a surplus of at least 4,019 parking spaces, which exceeds the number of parking spaces in Sites A and B.

¹⁰ https://www.nyra.com/belmont/calendar/

Table 2 Number of Parking Spaces Per Lot and Uses

Parking Lot	Parking Spaces	Notes
	_	
Site A	1,185	Currently used on racing days
Site B	2,580	Currently used primarily for car storage, some staff parking, and general parking on racing days
North Lot	3,000	Currently used for car storage and other ancillary uses more than general parking on racing days
South Lot	1,150	Used for clubhouse parking, executive parking, jockey parking, owner and trainers parking, and general parking on racing days
Blue	2,520	Inside the practice track, currently used for car storage and uses other than general parking
White	400	Currently not in use
Pony Track	500	Gate 8 entrance off Plainfield Avenue, currently not in use
Total Parking Spaces at Belmont	11,335	

Source: DEIS

4

Planning History for the Sites

Belmont and its appurtenant parking lots have been the subject of studies and revitalization plans for several decades. The area has been recognized as one that is in need of economic enhancement and has the potential for additional development.

The following identifies the various public policy and planning documents that identify the redevelopment of Belmont as a 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.

4.1 Nassau County Comprehensive Plans

The current adopted Nassau County Comprehensive Plan was prepared in 1998. However, there have been several updates to this plan since that time, the latest in 2008. Nassau County also began preparing a new comprehensive plan in 2010, but this plan is in draft format and has not been adopted by the County. However, Belmont is identified in two of the versions as being underutilized and a potential area for redevelopment to increase economic activity.

4.1.1 1998 Comprehensive Plan

The 1998 Comprehensive Plan identifies the Belmont property in the Land Use Chapter and Appendix B as being underutilized and having the potential for redevelopment. In addition, the economic chapter of the plan identifies the need for additional economic

development activities to provide jobs, increase the tax base and expand the diversity of employment sectors within the County.

4.1.2 Draft 2010 Nassau County Master Plan

While it has not been adopted, the Draft 2010 Nassau County Master Plan ("2010 Master Plan") highlights the need for economic development in Elmont.

Specific to the Study Area, the economic chapter of the *2010 Master Plan* references the ESD proposal to redevelop the 36 acres, ¹¹ which are largely surface parking lots into recreation-related uses that would create jobs, generate additional tax revenue, and bolster economic development in Elmont, Bellerose, and Floral Park. The plan notes that the proposed redevelopment options could transform Belmont into a vibrant destination center.

4.2 2008 Elmont Community Vision Plan

Nassau County's Community Visioning Program provided grants to local communities to engage the public and develop a consensus on where and how the community should grow both in the long- and short-terms. The 2008 Elmont Community Vision Plan was one of the documents that resulted from this program, and was created to provide a long-term blueprint that would serve as a roadmap for future development in the Elmont community and along Hempstead Turnpike within this community

The 2008 Elmont Community Vision Plan surveys socioeconomic data pertaining to the Elmont area, noting that Elmont's median income is lower than the median incomes for the Town of Hempstead and Nassau County and that Elmont's poverty rate is higher than that of the Town of Hempstead and Nassau County. The Vision Plan states that the general condition of the commercial uses on Hempstead Turnpike and elsewhere in Elmont varies, from well-kept fully-functioning businesses to concentrations of storefront vacancies. According to the Vision Plan on page 28, the "varied conditions of the uses, along with the hodge-podge mix of uses ..., inconsistent and uncontrolled signage (in some cases commercial uses do not contain signage at all), poor maintenance of facades and sidewalks, a lack of a proper buffer between residential and non-residential uses, and the shallow depths of typical commercial properties, has resulted in an aesthetically unpleasing situation." The Vision Plan also notes that "the various vacancies within the community highlight the challenge to provide employment opportunities to Elmont residents."

The principal goal of the 2008 Elmont Community Vision Plan is to create a desirable aesthetic for the community around the Belmont facility; to foster economic development and community revitalization; and to create a range of housing opportunities.

¹¹ The overall Project Sites now encompass 43 acres, as an additional 7 acres were added to the eastern portion of Site A, east of the existing parking area.

The *Vision Plan* states that the Belmont Park facility is not well integrated into the community and does not embrace its local location; it further criticizes the visual appearance of Belmont's frontage on Hempstead Turnpike.

The *Vision Plan* suggests that Belmont allow "year-round" recreation to provide additional public facilities in the area, which acknowledges the fact that the site remains unused a majority of the time. Furthermore, as Belmont is located on the border of Nassau and Queens Counties, the plan identifies goals to beautify the appearance of the community to create a unique suburban identity. The *Vision Plan* envisions significant improvements in Belmont's landscaping, trees, cross walks, sidewalks and lighting, to improve the aesthetics of the facility.

The *Vision Plan* identifies attracting a hotel and conference center to the site and identifies locating those uses on the underutilized parking areas south of Hempstead Turnpike, which is Site B.

5

Site Conditions

5.1 Methodology of Physical Conditions Review

This section describes the physical conditions observed on September 24, September 29, and October 3, 2018. Photographs of the parking lots were taken on September 24, the day when the fewest number of vehicles were observed in the Study Area. All photographs from September 24 are included in Appendix B. Four photographs were taken at each location to observe conditions to the north, east, south and west. Photographs are labeled by location and direction that correspond with Figure 4, Photograph Locations. For example, Photograph 31E was taken at location 31 and is facing east. Photos taken of the Backyard area on September 29 and October 3, 2018 are identified by date.

5.2 Physical Conditions of Parking Lots on Sites A and B

Cracked and uneven pavement was observed throughout both lots, with conditions especially poor on Site B. See photos 13S, 19N, and 41E. Both lots have drainage problems evidenced by sinking storm drains that are surrounded by sediment and uneven or broken pavement. Most observed storm drains were not properly operating. An area of standing water was observed on Site A, making a few parking spaces unusable.



Poor grading with steep angles on portions of Site B makes a few parking spaces unusable in this lot. See photos 30W, 38N, 45S, and 71S.

Vehicle access throughout both lots is in poor condition. There are few signs and those that exist are not clear. The parking spaces are poorly marked, if marked at all. Handicapped stalls are also inadequately marked and difficult to find. Roadways have been established using yellow-painted concrete wheel-stops. The wheel-stops are unevenly spaced, in fair to poor condition and difficult to navigate in a car.

The fencing that surrounds Sites A and B is in fair to poor condition and failing in some locations, as shown in Photos 19E, 38W, 55W, and 62W. Several areas of fencing were observed to be rusty, uneven, bent, peeling, or leaning over. Lighting is inadequate in both lots and fixed on poles of varying conditions. Site B also contains several trees with no tree pits or other tree protection, resulting in bulging, cracked, and uneven pavement from tree roots. Dead trees were also observed in Site B. Site A contains one tree with no tree protection that interferes with the roadway in the lot. See photos 19S and 67W.

Litter lines the perimeter of Site B and filled garbage bags were observed in a few parking spaces. See Photos 55W and 62W.

The pedestrian tunnel that connects Site A and Site B is in visibly poor condition, contributing to a sense of unease rather than safety. Paint is peeling and dirty, lighting is poor, and the floor is littered with debris and sediment. Also, the pedestrian tunnel that leads to the very northwestern corner of Site B has no pedestrian facilities, such as sidewalks, and provides little access to the rest of the large parking lot. Pedestrians may also use a sidewalk in the vehicle tunnel located near the entrance to Site B to access the area of Belmont that leads to the Grandstand area. The vehicle tunnel is in fair condition, however, the pedestrian walkway is dark, and becoming overgrown with vines. See Photos 34S, 41N, and 43N. During field visits, no pedestrians were observed in the pedestrian only tunnel. Some people walked in the vehicle tunnel and others used the school bus that took patrons from Site B to Belmont's Grandstand area. The bus stops in Site B are in poor condition, as shown in Photos 52N and 65S.

The conditions observed on parking lots on Site A and Site B indicate that they are substandard and outmoded parking facilities.

5.3 Physical Conditions of Belmont Backyard

The Belmont Backyard contains grassy areas with benches and picnic tables, concession stands, a tented area with betting stalls, a one-story building with betting stalls, televisions and large screens for viewing races, a playground, a manmade water feature, and walkways leading to parking lots, the paddock, and the main building. Overall, the Backyard is in good condition. See Photos on the next page.

Except for special events sponsored by NYRA, the Backyard is open only on racing days (approximately 90 days of the year) and only to patrons of Belmont. As demonstrated in the photographs, the recreational uses and other amenities contained in the Backyard are ancillary to the horse-racing and betting that are the main activities at Belmont.

Drainage Conditions

Photo 30W



Photo 38N



Photos 31E and 38S show the conditions of storm drains on Site A. All observed storm drains were surrounded by excessive pavement cracking and sediment.

Photo 45S

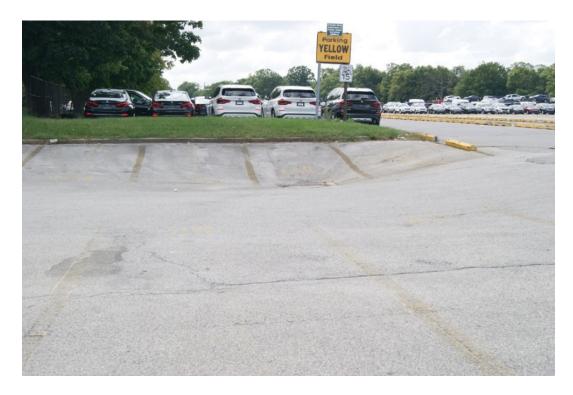
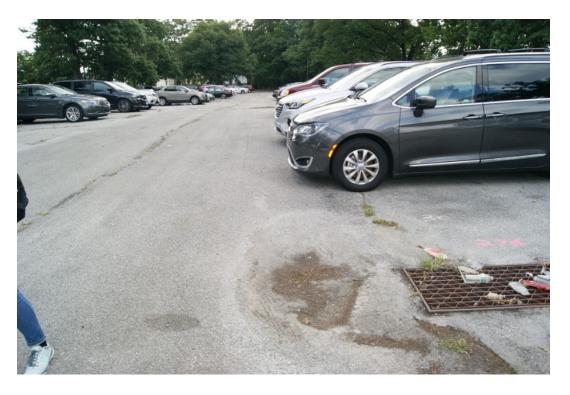


Photo 71S



Photos 45S and 71S show poor drainage conditions on Site B. The storm drain shown in Photo 45S is sunken so low that vehicles have to park at odd angles.

Pavement Conditions

Photo 13S



Photo 19N



Photos 13S and 19N show cracked and crumbling pavement on Site A.

Photo 41E



Photo 41E shows cracked pavement on Site B. The cracks on Site B are mostly filled with weeds and vegetation.

Wheel-Stops and Lines

Photo 35 N



Photo 8S



Photos 35N and 8S show the wheel-stops used to define the roadways within the parking lots. These photos also show that the striping in the lot is either missing, needs to be repainted, or does not line up with the wheel-stops.

Bus Stops

Photo 52N



Photo 65S



Photos 52N and 65S show the poor conditions of the bus stops on Site B. Bus stops were not observed to be in use during racing days. On one day no buses were used. On the other racing day, a school bus was used to shuttle passengers who flagged the bus down.

Fences and Litter

Photo 19E



Photo 38W



Fences lining both sites are in fair to poor condition as shown in Photos 19E, 38W, 55W and 62W. Photo 38W also shows an unappealing pedestrian entrance to Site A that is left open on racing and non-racing days.

Photo 55



Photo 62W



Photos 55W and 62W show fence conditions and litter on Site B. Photo 55W also shows parked cars that are not for sale or belong to Belmont patrons. Photo 62W shows an open fence to the Cross Island Expressway that was observed to be used as a cut-through entrance to the Expressway on non-racing days.

Trees

Photo 19S



Photo 67W



Photos 19S and 67W show trees on both sites that are not protected and interfere with the roadways and parking spaces. Tree roots have led to large cracks and bulges in the pavement. Photo 67W also shows a vehicle trailer with a wheel lock currently stored on Site B.

Pedestrian Tunnel

Photo 34S



Photo 41N (file 1864)



Photos 34S and 41N show the pedestrian tunnel that link Sites A and B. The tunnel is dimly lit and in poor condition. It is also inefficiently located at the far end of Site B. Photo 34S is taken from Site A and Photo 41N is taken from Site B.

Photo 43N



Photo 43N shows the vehicle tunnel that links Sites A and B. The tunnel was open to vehicles on racing days. Pedestrians were observed using this tunnel although the sidewalk is narrow, dim, and overgrown with vegetation.

Miscellaneous

Photo 36 N



Photo 36N shows a fire hydrant on Site A that is located in the parking lot and not near a fire lane.

Photo 60W



Photo 60W shows the active car dealership uses on Site B. Also shown are the poorly placed yellow wheelstops that inadequately delineate roadways in the parking lot.

Belmont Backyard

Photo taken on 10/3/18



Photo taken 10/3/18



Photos shows the gathering spaces and current conditions of the site on weekday racing day. The photos include examples of the televised broadcasting systems within the Backyard area.

Photo taken 9/29/18



Photo taken 9/29/18



Photos show the gathering spaces and current conditions of the site during a weekend racing day. The photos also include examples of the televised broadcasting systems within the Backyard area.

Photo 17 W



Photo 17N



Photos 17 W and 17 N display the locations and structures to place bets on the races in the Backyard area.

Zoning

6.1 Zoning of the Site and Surrounding Area

All of Belmont, including Sites A and B, is located within the Town of Hempstead in Nassau County. Pursuant to the *Hempstead Building Zone Ordinance* (BZO) and *Building Zone Map of the Town of Hempstead, Nassau County, New York*, Belmont including Site A, as well as much of the surrounding area, is mapped as a Residence B District, which is primarily a single-family residential zone. ¹² Site B's Hempstead Turnpike frontage is zoned as Business X ("Bus" as depicted on the Town Zoning Map) while the rest of the property is zoned Residence B.

Residence B Zoning District

The Residence B zoning district permits single-family detached homes or senior residences, agricultural or nursery uses that do not display for commercial purpose or advertisement on the premises, municipal recreational use, and railway passenger stations. Accessory uses such as private garages including rooms used for home occupations are permitted on the same lot with the above-permitted uses.

Business X Zoning District

Site B's Hempstead Turnpike frontage is designated as Business X ("Bus" as depicted on the Zoning Map). The Business X zoning district is a general commercial district that permits uses such as office space, restaurants, retail stores, motor vehicle repair

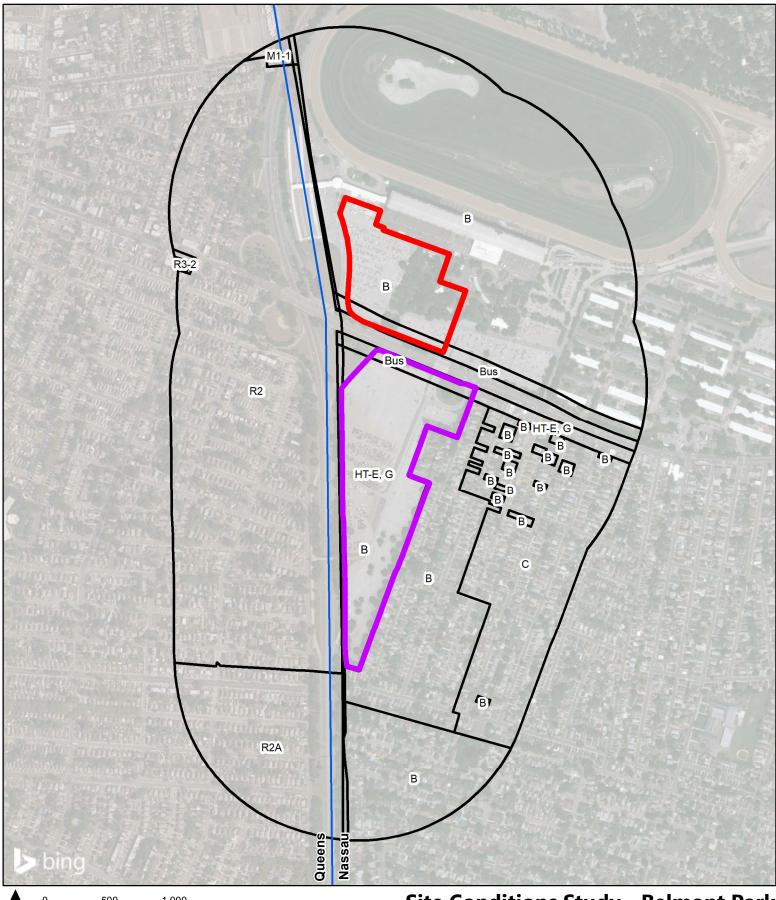
¹² Many of the Town of Hempstead Zoning Maps indicate that if no zoning is noted on the map, it is assumed to be Residence B. Therefore, Residence B is an extremely common zoning district within the Town of Hempstead.

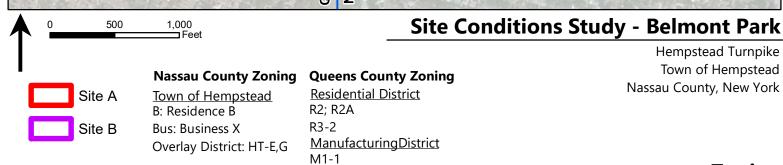
shops, and other community oriented retail uses. It also allows for single-family and two-family detached dwellings, institutional uses such as hospitals, educational schools, philanthropic uses and dormitories, agricultural uses, and recreational uses.

6.2 Conformity to Zoning

Belmont and its associated buildings do not conform to the local zoning regulations. However, Belmont is permitted to operate as a pre-existing non-conforming use because it pre-dates zoning in this area. Furthermore, Belmont is a State-owned property, making it exempt from local zoning. Parking as a principal use does not conform to the zoning code but must be part of a business or residential home. The parking lots of Sites A and B do not meet the accessory parking regulations of the zoning code in relation to landscaping and other dimensional requirements.







Economic Conditions

7.1 Current Tax Revenue of the Site

Pursuant to the Franchise Agreement between the New York State Franchise Oversight Board and NYRA, the State pays property taxes on Belmont Park Race Track, including Sites A and B. Site A is part of a large tax lot (32-B-82A) that also contains the Grandstand, the Backyard Area, and the Belmont parking lots (other than those within Sites A and B). That tax lot generates over \$12.3 million in property taxes for Nassau County, Town of Hempstead, and the Elmont Union Free School District (see Table 3, Study Area Tax Payments), primarily driven by the horse racing facilities. Site B is comprised of nine tax lots listed in Table 3, which together generate approximately \$300,000 in annual property taxes (approximately \$10,700 per acre). The horse racing facilities at Belmont will not change as a result of the disposition of Sites A and B. The State's tax payments change every year and are set by the assessments. The assessments have largely remained the same. For example, the assessment for tax lot 32-B-82A increased from \$1,270,485 in 2012 to \$1,274,268 in 2013. The assessment has remained the same since 2013.

Table 3 Study Area Tax Payments 2018

		Special District				
No.	Tax Lot	Nassau Co Tax	Hempstead Tax	Tax*	School Tax	Total Tax PMT
1	32-B-82A	\$2,142,178	\$1,176,233	\$1,838,831	\$7,163,361	\$12,320,603
2	32-372-81	\$22,495	\$12,693	\$21,507	\$74,958	\$131,653
3	32-374-1	\$4,687	\$2,559	\$4,481	\$15,617	\$27,343
4	32-391-36	\$2,711	\$1,480	\$2,592	\$9,034	\$15,817
5	32-392-226	\$5,232	\$2,857	\$5,002	\$17,432	\$30,523
6	32-393-1	\$4,273	\$2,334	\$4,086	\$14,239	\$24,932
7	32-394-1	\$3,416	\$1,866	\$3,266	\$11,384	\$19,932
8	32-395-1	\$2,357	\$1,287	\$2,253	\$7,853	\$13,750
9	32-396-1	\$1,844	\$1,007	\$1,763	\$6,144	\$10,758
10	32-397-50	\$3,082	\$1,683	\$2,947	\$10,271	\$17,983
TOTAL		\$2,192,275	\$1,203,999	\$1,886,727	\$7,330,293	\$12,613,295

^{*}Special District includes Elmont Fire District and Sanitary District 6

7.2 Current Revenues (Site A and B)

As previously noted, Site A is currently used for Belmont parking on racing days. Site A is used for both employee parking and paid patron parking, thereby generating parking revenue for NYRA. It is noted that there are only approximately 90 scheduled racing days during the year, therefore, for most of the year Site A is not generating revenue of any kind for NYRA.

A portion of Site B is currently used for free Belmont patron parking on racing days. Most of Site B, however, is used as car dealership vehicle storage. Revenue derived from the agreements with car dealerships is paid to NYRA. Site B is used for car dealership vehicle storage for most of the year. Stored vehicles are temporarily moved off the site for Belmont Stakes day.

Revenue on Sites A and B is collected by NYRA. As such, it does not directly benefit the local community. The use of Site A for patron parking is an amenity of Belmont, but in and of itself does not propel new patrons to Belmont. Likewise, the uses on Site B do not draw visitors to the area and it is estimated that the few workers on the site generate few indirect benefits to the community.

There are no employees with full-time jobs for the parking lots on Site A and Site B. Thus, the sites themselves do not generate employment nor do they generate significant revenue. Any revenue that is generated benefits NYRA. The sites do not provide any direct benefit to the local community, nor do they spur significant indirect or secondary benefits. The existing uses of Sites A and B do not currently support economic growth in the local or regional economy and are not anticipated to do so in the future if existing uses continue.

Conclusions

It is found that the Study Area, considered as a whole, is substandard and underutilized. The parking areas do not generate employment and do not contribute to the economic well-being of the surrounding area or the Town of Hempstead.

The parking lots located in Sites A and B are in poor condition with cracked and uneven pavement observed throughout both sites. Both sites exhibit drainage problems evidenced by sinking storm drains that are surrounded by sediment and uneven or broken pavement. Most observed storm drains were not properly operating. Vehicle access throughout both lots is in poor condition. There are few signs and those that exist are not clear. The parking spaces are poorly marked, if marked at all. Handicapped spaces are also inadequately marked and difficult to find. Roadways have been established using yellow-painted concrete wheel-stops. The wheel-stops are unevenly spaced, in fair to poor condition and difficult to navigate in a car. The fencing that surrounds Sites A and B is typically in poor condition and failing in some locations. Lighting is inadequate in both lots and fixed on poles of varying conditions. Litter lines the perimeter of Site B and filled garbage bags were observed in a few parking spaces. The pedestrian tunnel that connects Site A and Site B is in visibly poor condition, contributing to a sense of unease rather than safety. Paint is peeling and dirty, lighting is poor, and the floor is littered with debris and sediment. Also, the pedestrian tunnel leads to the very northwestern corner of Site B which has no pedestrian facilities, such as sidewalks, and provides little access to the rest of the large parking lot. The vehicle tunnel is in fair condition,

however, the pedestrian walkway is dark, and becoming overgrown with vines. The bus stops in Site B are in poor condition.

In addition, the parking lots are underutilized. The parking lots in the Study Area were built during times of peak usage of Belmont (1960's -1970's). Since that time, general attendance has dropped significantly over the decades and other modes of transportation, including LIRR and ride sharing, have increased. The lots are currently used for patron parking only 90 days out of the year. As demonstrated in Section 3, the number of vehicles (3,765) that can be parked in Sites A and B can be accommodated elsewhere on site. Even on the peak attendance day over the past two years there was a surplus of at least 4,019 parking spaces at Belmont Park, more than the amount that can be provided for in Sites A and B. In addition, Site B is so underutilized as parking for Belmont Park and its related horse racing and programs that it is currently used for vehicle storage for 10 different car dealerships for a majority of the year and only as surface parking for Belmont Park visitors on large-volume event days (e.g., the Belmont Stakes).

The current uses of the parking lots at Sites A and B do not generate employment or significant revenue. Any revenue that is generated benefits NYRA. The parking lot sites do not provide any direct benefit to the local community, nor do they spur significant indirect or secondary benefits. The existing parking uses of Sites A and B are not anticipated to contribute towards economic growth in the future if existing uses continue.

A portion of the Backyard is located within Site A. The portion of the Backyard within Site A does not include the Paddock, where race horses are viewed by racing patrons on race days. While the Backyard is in good condition, it is open only on racing days, for a few special events (approximately 90 days of the year), and it is only available to patrons of Belmont. The recreational uses and other amenities contained in the Backyard are ancillary to the horse-racing and betting that are the main activities at Belmont. After the disposition of Site A, the betting activities currently conducted in the portion of the Backyard within Site A would be conducted elsewhere at Belmont at existing betting facilities.

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Site Conditions Study Belmont Park Race Track Appendices

Hempstead Turnpike Town of Hempstead Nassau County, New York

PREPARED FOR

Empire State Development 633 Third Avenue – Floor 37 New York, NY 10017

PREPARED BY



VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

November 2018

Appendix A

Belmont Park

2150 Hempstead Turnpike Floral Park, NY 11001

Inquiry Number: 5408584.1

August 29, 2018

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor Shelton, CT 06484 Toll Free: 800.352.0050 www.edrnet.com

EDR Aerial Photo Decade Package

08/29/18

Site Name: Client Name:

Belmont Park Vanasse Hangen Brustlin, Inc. 2150 Hempstead Turnpike 100 Motor Parkway, Ste. 135 Floral Park, NY 11001 Hauppauge, NY 11788 EDR Inquiry # 5408584.1 Contact: David Kennedy



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	Source
2017	1"=500'	Flight Year: 2017	USDA/NAIP
2013	1"=500'	Flight Year: 2013	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1994	1"=500'	Acquisition Date: April 04, 1994	USGS/DOQQ
1984	1"=500'	Flight Date: March 26, 1984	USGS
1980	1"=500'	Flight Date: April 06, 1980	Aero
1976	1"=500'	Flight Date: March 29, 1976	Aero
1966	1"=500'	Flight Date: February 23, 1966	USGS
1961	1"=500'	Flight Date: December 15, 1961	EDR Proprietary Aerial Viewpoint
1954	1"=500'	Flight Date: January 29, 1954	USGS
1951	1"=500'	Flight Date: April 21, 1951	EDR Proprietary Aerial Viewpoint
1924	1"=500'	Flight Date: July 01, 1924	USGS

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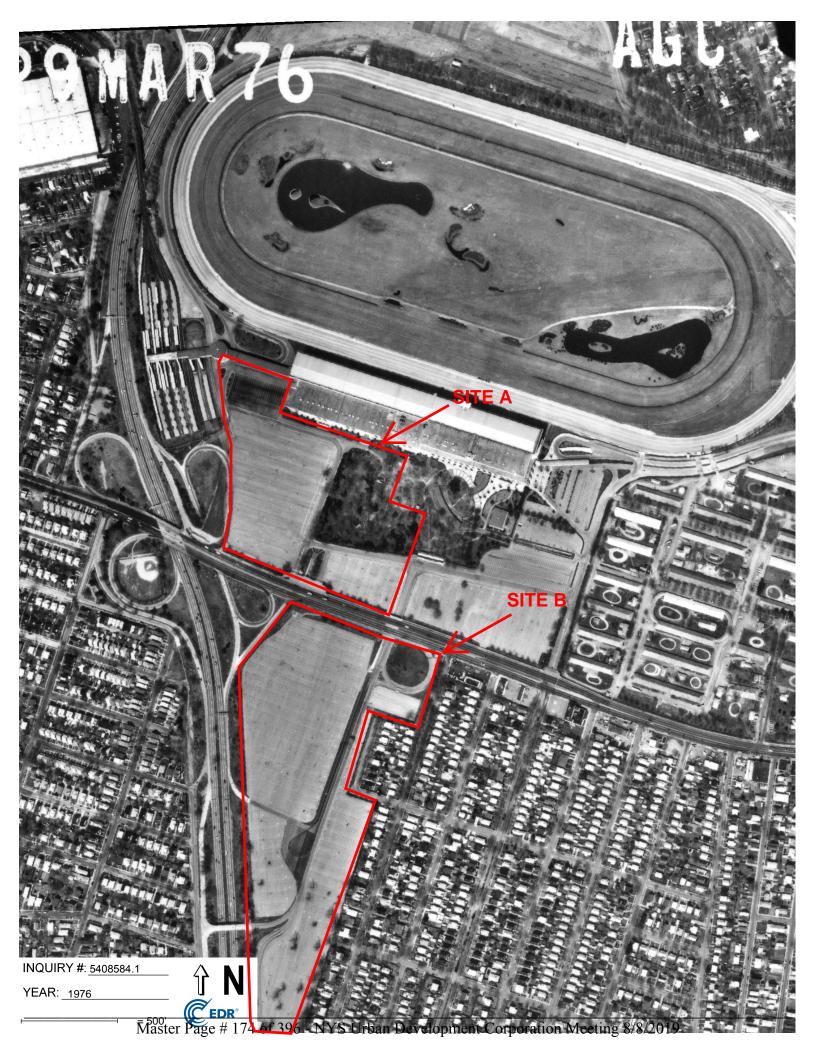


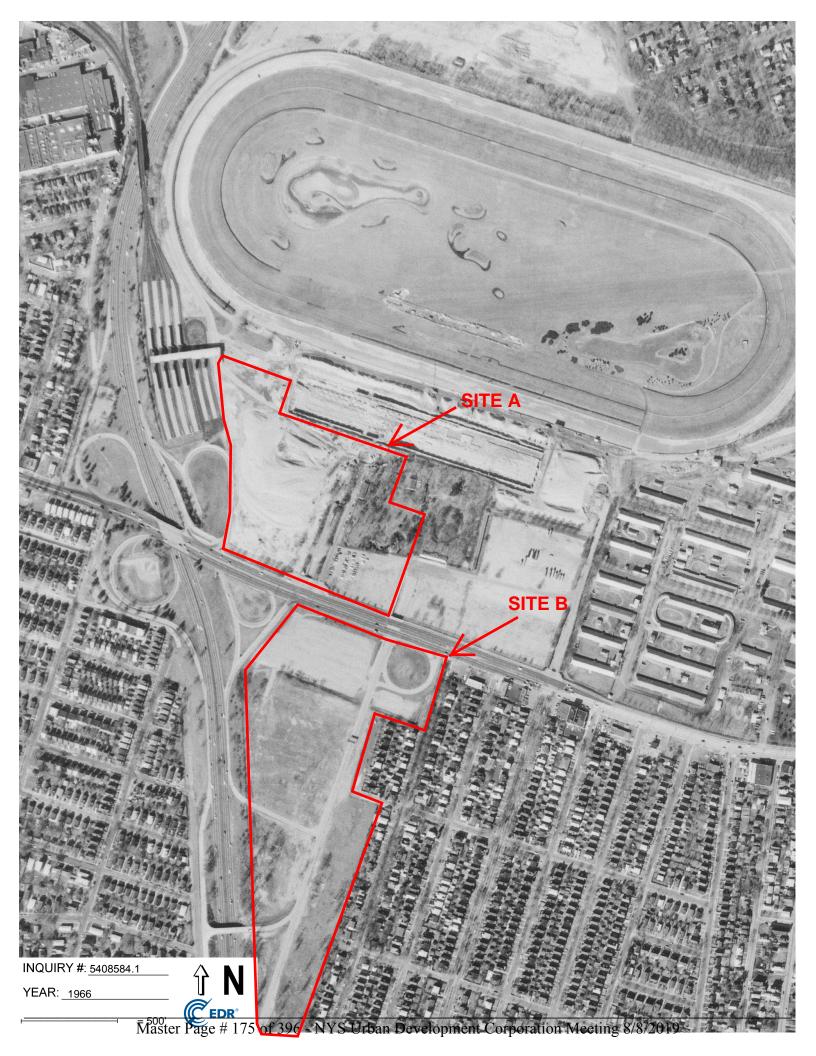






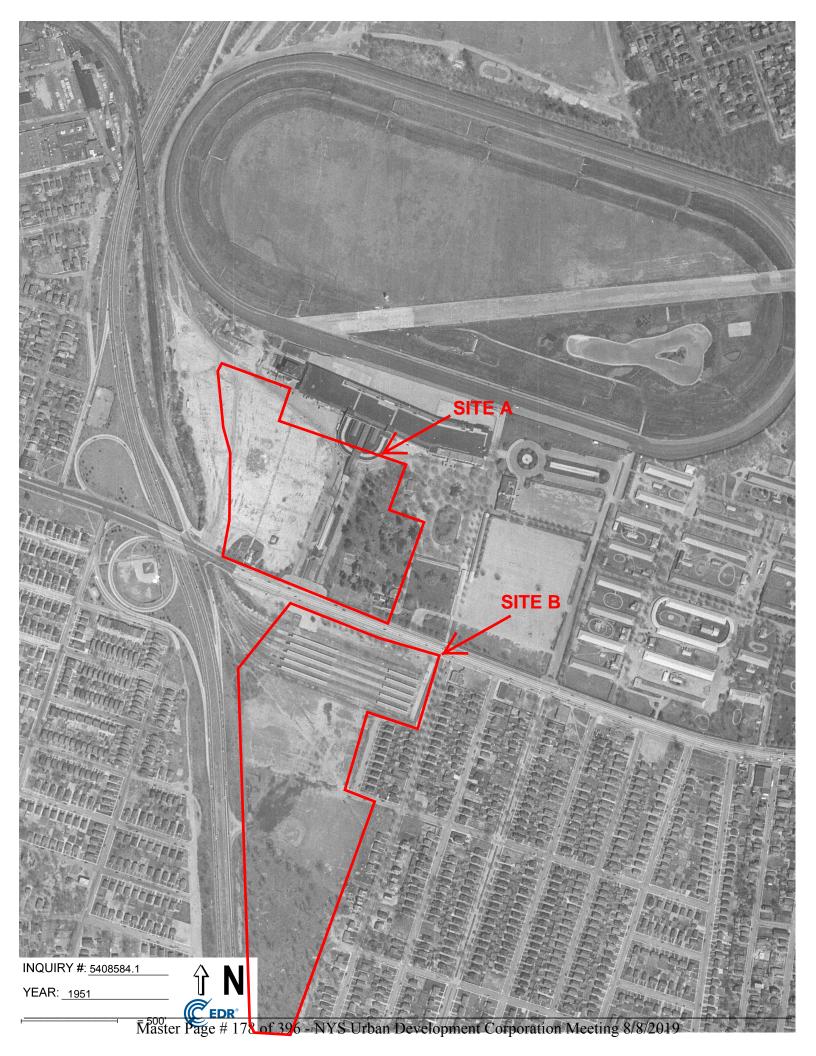








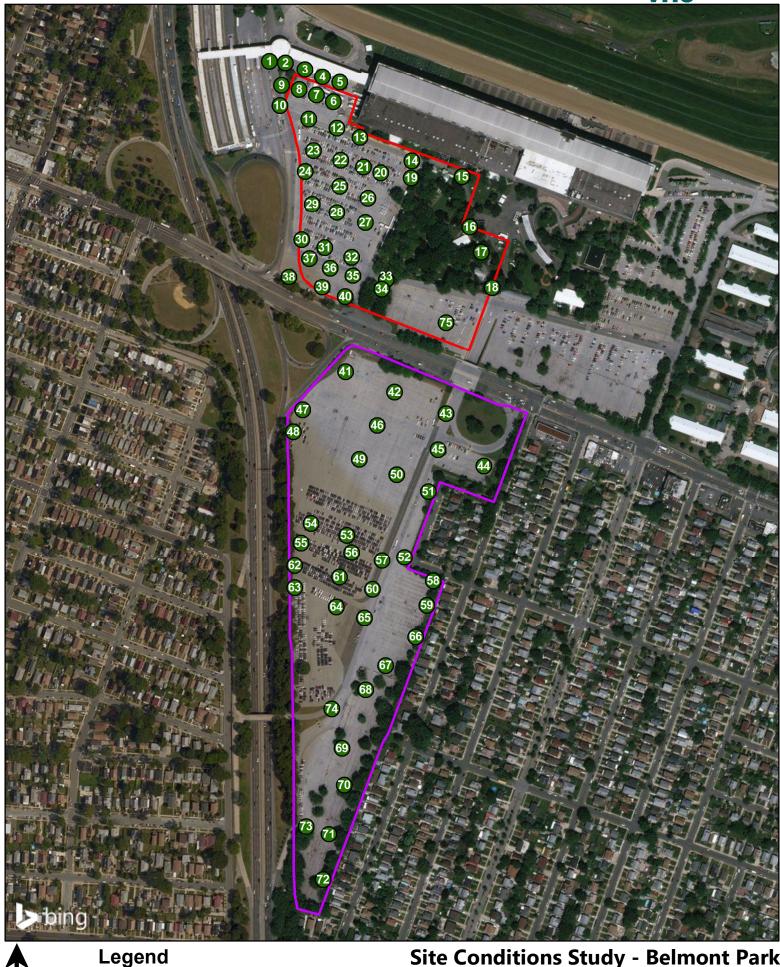






Appendix B





Site A Site B not to scale

Site Conditions Study - Belmont Park

Photograph Locations



Photograph No. 1 - North



Photograph No. 2 - North



Photograph No. 3 - North



Photograph No. 4 - North



Photograph No. 1 - East



Photograph No. 2 - East



Photograph No. 3 - East



Photograph No. 4 - East



Photograph No. 1 - South



Photograph No. 2 - South



Photograph No. 3 - South



Photograph No. 4 - South



Photograph No. 1 - West



Photograph No. 2 - West



Photograph No. 3 - West



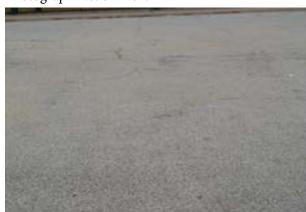
Photograph No. 4 - West



Photograph No. 5 - North



Photograph No. 6 - North



Photograph No. 7 - North



Photograph No. 8 - North



Photograph No. 5 - East



Photograph No. 6 - East



Photograph No. 7 - East



Photograph No. 8 - East



Photograph No. 5 - South



Photograph No. 6 - South



Photograph No. 7 - South



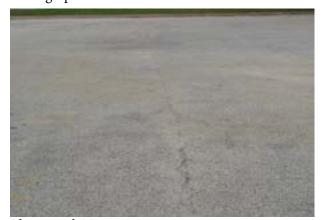
Photograph No. 8 - South



Photograph No. 5 - West



Photograph No. 6 - West



Photograph No. 7 - West



Photograph No. 8 - West



Photograph No. 9 - North



Photograph No. 10 - North



Photograph No. 11 - North



Photograph No. 12 - North



Photograph No. 9 - East



Photograph No. 10 - East



Photograph No. 11 - East



Photograph No. 12 - East



Photograph No. 9 - South



Photograph No. 10 - South



Photograph No. 11 - South



Photograph No. 12 - South



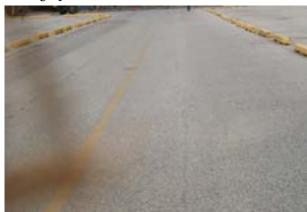
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Photograph No. 10 - West



Photograph No. 11 - West



Photograph No. 12 - West



Photograph No. 13 - North



Photograph No. 14 - North



Photograph No. 15 - North



Photograph No. 16- North



Photograph No. 13 - East



Photograph No. 14 - East



Photograph No. 15 - East



Photograph No. 16 - East



Photograph No. 13 - South



Photograph No. 14 - South



Photograph No. 15 - South



Photograph No. 16 - South



Photograph No. 13 - West



Photograph No. 14 - West



Photograph No. 15 - West



Photograph No. 16 - West



Photograph No. 17 - North



Photograph No. 18 - North



Photograph No. 19 - North



Photograph No. 20 - North



Photograph No. 17 - East



Photograph No. 18 - East



Photograph No. 19 - East



Photograph No. 20 - East



Photograph No. 17 - South





Photograph No. 19 - South



Photograph No. 20 - South



Photograph No. 17 - West



Photograph No. 18 - West



Photograph No. 19 - West



Photograph No. 20 - West



Photograph No. 21 - North



Photograph No. 22 - North



Photograph No. 23 - North



Photograph No. 24 - North



Photograph No. 21 - East



Photograph No. 22 - East



Photograph No. 23 - East



Photograph No. 24 - East



Photograph No. 21 - South



Photograph No. 22 - South



Photograph No. 23 - South



Photograph No. 24 - South



Photograph No. 21- West



Photograph No. 22 - West



Photograph No. 23 - West



Photograph No. 24 - West



Photograph No. 25 - North



Photograph No. 26 - North



Photograph No. 27 - North



Photograph No. 28 - North



Photograph No. 25 - East



Photograph No. 26 - East



Photograph No. 27 - East



Photograph No. 28 - East



Photograph No. 25 - South



Photograph No. 26 - South



Photograph No. 27 - South



Photograph No. 28 - South



Photograph No. 25 - West



Photograph No. 26 - West



Photograph No. 27 - West



Photograph No. 28 - West



Photograph No. 29 - North



Photograph No. 30 - North



Photograph No. 31 - North



Photograph No. 32 - North



Photograph No. 29 - East



Photograph No. 30 - East



Photograph No. 31 - East



Photograph No. 32 - East



Photograph No. 29 - South



Photograph No. 30 - South



Photograph No. 31 - South



Photograph No. 32 - South



Photograph No. 29 - West



Photograph No. 30 - West



Photograph No. 31 - West



Photograph No. 32 - West



Photograph No. 33 - North



Photograph No. 34 - Pedestrian Tunnel



Photograph No. 35 - North



Photograph No. 36 - North



Photograph No. 33 - East



Photograph No. 34 - Pedestrian Tunnel



Photograph No. 35 - East



Photograph No. 36 - East



Photograph No. 33 - South



Photograph No. 34 - Pedestrian Tunnel



Photograph No. 35 - South



Photograph No. 36 - South



Photograph No. 33 - West



Photograph No. 34 - Pedestrian Tunnel



Photograph No. 35 - West



Photograph No. 36 - West



Photograph No. 37 - North



Photograph No. 38 - North



Photograph No. 39 - North



Photograph No. 40 - North



Photograph No. 37 - East



Photograph No. 38 - East



Photograph No. 39 - East



Photograph No. 40 - East



Photograph No. 37 - South



Photograph No. 38 - South



Photograph No. 39 - South



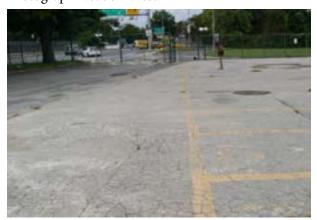
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Photograph No. 37 - West



Photograph No. 38 - West



Photograph No. 39 - West



Photograph No. 40 - West



Photograph No. 41 - North



Photograph No. 42 - North



Photograph No. 43 - North



Photograph No. 44 - North



Photograph No. 41 - East



Photograph No. 42 - East



Photograph No. 43 - East



Photograph No. 44 - East



Photograph No. 41 - South



Photograph No. 42 - South



Photograph No. 43 - South



Photograph No. 44 - South



Photograph No. 41 - West



Photograph No. 42 - West



Photograph No. 43 - West



Photograph No. 44 - West



Photograph No. 45 - North



Photograph No. 46 -North



Photograph No. 47 - North



Photograph No. 48 - North



Photograph No. 45 - East



Photograph No. 46 - East



Photograph No. 47 - East



Photograph No. 48 - East



Photograph No. 45 - South



Photograph No. 46 - South



Photograph No. 47 - South



Photograph No. 48 - South



Photograph No. 45 - West



Photograph No. 46 - West



Photograph No. 47 - West



Photograph No. 48 - West



Photograph No. 49 - North



Photograph No. 50 - North



Photograph No. 51 - North



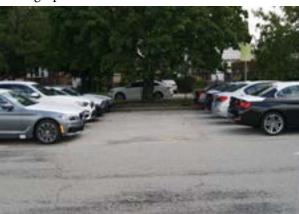
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Photograph No. 49 - East



Photograph No. 50 - East



Photograph No. 51 - East



Photograph No. 52 - East



Photograph No. 49 - South



Photograph No. 50 - South



Photograph No. 51 - South



Photograph No. 52 - South



Photograph No. 49 - West



Photograph No. 50 - West



Photograph No. 51 - West



Photograph No. 52 - West



Photograph No. 53 - North



Photograph No. 54 - North



Photograph No. 55 - North



Photograph No. 56 - North



Photograph No. 53 - East



Photograph No. 54 - East



Photograph No. 55 - East



Photograph No. 56 - East



Photograph No. 53 - South



Photograph No. 54 - South



Photograph No. 55 - South



Photograph No. 56 - South



Photograph No. 53 - West



Photograph No. 54 - West



Photograph No. 55 - West



Photograph No. 56 - West



Photograph No. 57 - North



Photograph No. 58 - North



Photograph No. 59 - North



Photograph No. 60 - North



Photograph No. 57 - East



Photograph No. 58 - East



Photograph No. 59 - East



Photograph No. 60 - East



Photograph No. 57 - South



Photograph No. 58 - South



Photograph No. 59 - South



Photograph No. 60 - South



Photograph No. 57 - West



Photograph No. 58- West



Photograph No. 59 - West



Photograph No. 60 - West



Photograph No. 61 - North



Photograph No. 62 - North



Photograph No. 63 - North



Photograph No. 64 - North



Photograph No. 61 - East



Photograph No. 62 - East



Photograph No. 63 - East



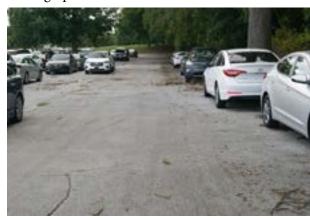
Photograph No. 64 - East



Photograph No. 61 - South



Photograph No. 62 - South



Photograph No. 63 - South



Photograph No. 64 - South



Photograph No. 61 - West



Photograph No. 62 - West



Photograph No. 63 - West



Photograph No. 64 - West



Photograph No. 65 - North



Photograph No. 66 - North



Photograph No. 67 - North



Photograph No. 68 - North



Photograph No. 65 - East



Photograph No. 66 - East



Photograph No. 67 - East



Photograph No. 68 - East



Photograph No. 65 - South





Photograph No. 67 - South



Photograph No. 68 - South



Photograph No. 65 - West



Photograph No. 66 - West



Photograph No. 67 - West



Photograph No. 68 - West



Photograph No. 69 - North



Photograph No. 70 - North



Photograph No. 71 - North



Photograph No. 72 - North



Photograph No. 69 - East



Photograph No. 70 - East



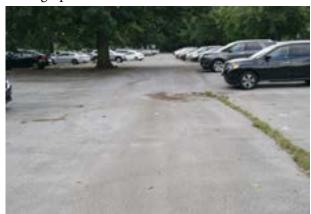
Photograph No. 71 - East



Photograph No. 72 - East



Photograph No. 69 - South



Photograph No. 70 - South



Photograph No. 71 - South



Photograph No. 72 - South



Photograph No. 69 - West



Photograph No. 70 - West



Photograph No. 71 - West



Photograph No. 72 - West



Photograph No. 73 - North



Photograph No. 74 - North



Photograph No. 75 - North



Photograph No. 73 - East



Photograph No. 74 - East



Photograph No. 75 - East



Photograph No. 73 - South



Photograph No. 74 - South



Photograph No. 75 - South



Photograph No. 73 - West



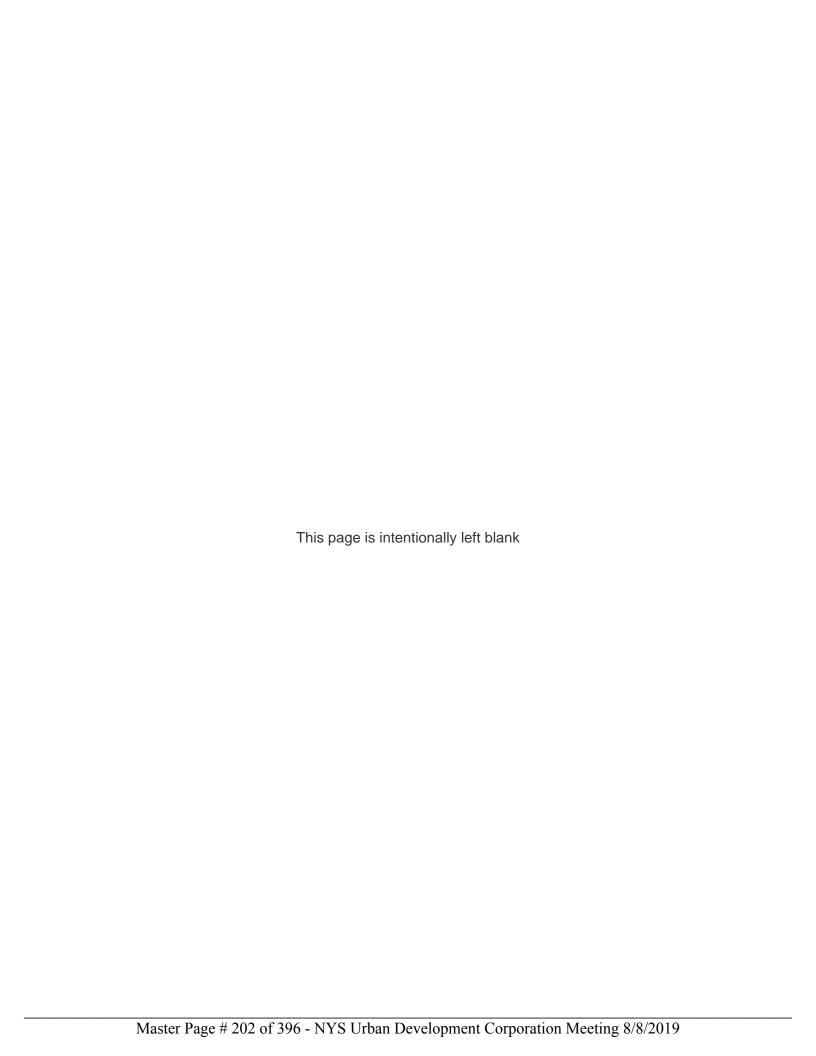
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Photograph No. 75 - West

Belmont Park Redevelopment Civic and Land Use Improvement Project **Design Guidelines**

August 2019



BELMONT PARK REDEVELOPMENT CIVIC AND LAND USE IMPROVEMENT PROJECT TABLE OF CONTENTS I - DESIGN GUIDELINES

- 1. Site Wide Design Guidelines
 - 1.1. General Goals and Objectives
 - 1.1.1. Site Organization
 - 1.2. Definitions
 - 1.3. Vehicular Circulation
 - 1.3.1. Curb Cut Zones
 - 1.3.2. Vehicular Circulation Roads
 - 1.4. Parking and Loading
 - 1.4.1. Parking Standards
 - 1.4.2. Loading
 - 1.5. Screening and Fencing
 - 1.6. Signage
 - 1.7. Sustainability
 - 1.8. Exterior Building Materials
 - 1.9. Security
 - 1.10. Lighting
- 2. Arena Design Guidelines
 - 2.1. Permitted Uses
 - 2.2. Bulk Controls
 - 2.2.1. Setbacks
 - 2.2.2. Floor Area
 - 2.2.3. Height of Building
 - 2.3. Architectural Elements
 - 2.3.1. Lighting Criteria
 - 2.3.2. Signage Criteria
 - 2.3.3. Building Materials
- 3. Hotel Design Guidelines
 - 3.1. Permitted Uses
 - 3.2. Bulk Controls
 - 3.2.1. Setbacks
 - 3.2.2. Floor Area
 - 3.2.3. Height of Building
 - 3.3. Architectural Elements
 - 3.3.1. Lighting Criteria
 - 3.3.2. Signage Criteria
 - 3.3.3. Building Materials
- 4. Office Design Guidelines
 - 4.1. Permitted Uses
 - 4.2. Bulk Controls
 - 4.2.1. Setbacks
 - 4.2.2. Floor Area
 - 4.2.3. Height of Building

KSS

Table of Contents

- 4.3. Architectural Elements
 - 4.3.1. Lighting Criteria
 - 4.3.2. Signage Criteria
 - 4.3.3. Building Materials
- 5. Community Space Design Guidelines
 - 5.1. Permitted Uses
 - 5.2. Bulk Controls
 - 5.2.1. Floor Area
 - 5.3. Architectural Elements
 - 5.3.1. Interior Fit Out
- 6. Site A Retail Design Guidelines
 - 6.1. Permitted Uses
 - 6.2. Bulk Controls
 - 6.2.1. Setbacks
 - 6.2.2. Floor Area
 - 6.2.3. Height of Building
 - 6.3. Architectural Elements
 - 6.3.1. Lighting Criteria
 - 6.3.2. Signage Criteria
 - 6.3.3. Building Materials
- 7. Site B Retail Design Guidelines
 - 7.1. Permitted Uses
 - 7.2. Bulk Controls
 - 7.2.1. Setbacks
 - 7.2.2. Floor Area
 - 7.2.3. Height of Building
 - 7.3. Architectural Elements
 - 7.3.1. Lighting Criteria
 - 7.3.2. Signage Criteria
 - 7.3.3. Building Materials
- 8. Open Space Design Guidelines
 - 8.1. Size Requirements
 - 8.2. Primary Pedestrian Access Points
 - 8.3. Open Space Typologies
 - 8.4. Planting and Trees
 - 8.5. Paving
 - 8.6. Seating
 - 8.7. Water Features
 - 8.8. Open-Air Cafes
 - 8.9. Recreational Areas
 - 8.10. Maintenance Areas
 - 8.11. Circulation and Access
 - 8.12. Signage

KSS

Table of Contents

- 9. Lighting Design Guidelines
 - 9.1. General Lighting Requirements
 - 9.2. Site A Proposed Arena Area
 - 9.3. Site A Hotel/Experiential Retail Area
 - 9.4. Site B Eastern Portion
 - 9.5. Site B Retail Village
 - 9.6. Surface Parking Lots
 - 9.7. Roadways
 - 9.8. Pedestrian Bridge
 - 9.9. Structured Parking
- 10. Parking Design Guidelines
 - 10.1. General Parking Standards
 - 10.2. Parking Typologies
 - 10.2.1. Surface Parking
 - 10.2.2. Structured Parking
 - 10.3. Parking Stalls and Drive Aisles
 - 10.3.1. Parking Stall Dimensions
 - 10.4. Lighting
 - 10.5. Signage



II - LIST OF TABLES

II Summary of Program, Bulk and Use Controls

III - LIST OF FIGURES

III-1	Overall Project Plan
III-2 III-2.1	Building Envelope Boundaries – Site A Building Envelope Boundaries – Site B
III-3 III-3.1	Open Space – Site A Open Space – Site B
III-4.2	Building Heights – Arena Building Heights – Hotel Building Heights – Retail Site A; Office Building Heights – Retail Site B
III-5.2 III-5.3	Building Signage – Hotel, North and East Building Signage – Hotel, South and West Building Signage – Office Building Signage – Retail Site A Building Signage – Retail Site B, North and South Building Signage – Retail Site B, East and West
III-6	Lighting Zones

Master Page # 206 of 396 - NYS Urban Development Corporation Meeting 8/8/2019

SECTION 1 SITE WIDE DESIGN GUIDELINES

1.1 GENERAL GOALS AND OBJECTIVES

The following Design Guidelines for the Belmont Park Redevelopment Civic and Land Use Improvement Project; as it applies to Site A and Site B at this time (the "Project") have been developed to provide an overall framework establishing the design intent for this significant project. The criteria within the Design Guidelines establishes the general parameters for creating a cohesive development, identifying the critical site and building components that will enable a successful project inclusive of building density and program; setbacks, access and visibility from surrounding streets and existing context; lighting; signage; parking; and open space.

The Design Guidelines seek to enable a development that will be flexible enough to adapt to the changing needs and goals of the Project. The Design Guidelines outlined herein shall apply in lieu of the Town of Hempstead Zoning Ordinance.

The construction of all buildings and public improvements shall conform to the New York State building reference codes and all other applicable statutory and regulatory requirements.

The scope of review shall be limited to exterior walls, envelope components, sustainability, site circulation and open space. Below-grade construction and improvements outside of lot lines shall be excluded from review.

The following goals and principles inform the Design Guidelines and establish their intent:

1.1.1 SITE ORGANIZATION

- (1) The Project is divided into two sites: Site A and Site B. Refer to Figure III-1 for extent and relationship of Site A to Site B and extent of the Belmont Park Improvement Area.
- (2) The primary uses of this project are listed below.
 - a. Arena
 - b. Hotel
 - c. Office
 - d. Community Space
 - e. Retail, Dining, and Entertainment
 - f. Open Space
 - g. Parking

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Each of these primary classifications and their associated accessory uses are described in the individual Use Sections

- (3) The Arena and Hotel shall be located as depicted in the Building Envelope Boundaries Site A, Figure III-2 in order to provide separation from the Grandstand and Paddock Park and visibility from the Cross Island Parkway and Hempstead Turnpike.
- (4) Site B Retail shall be located on the south side of Hempstead Turnpike with a vegetated buffer from the residential neighborhood to the east.
- (5) The Proposed Development shall endeavor to create a visual connection between the two sites.
- (6) Accessibility requirements of State and federal agencies shall be accommodated throughout the site.

1.2 DEFINITIONS

For purposes of these Design Guidelines, the following definitions shall apply:

ACCESSORY BUILDING

A building subordinate to the main building on a lot and used for purposes customarily incidental to those of the main building.

ACCESSORY USE

A use that is incidental to and customarily found in connection with a principal use

ARCADE

A continuous area, predominantly for pedestrian use, open to a street, to a covered plaza or to a Pedestrian Plaza, which is open and unobstructed to a height of not less than 15 feet. Planting, landscaping, water features, seating, street furniture, Kiosks, works of art, light wells and other site features may be permitted in a portion of pedestrian space but not in such a manner as to impede pedestrian movement.

ARENA

A commercial establishment designed, intended, or used primarily for indoor or outdoor largescale spectator events including, but not limited to, professional and amateur sporting events, concerts, and theatrical presentations.

BASEMENT

Any floor or level located below the Mean Grade Level of the site in which it is located.

BELMONT PARK IMPROVEMENT AREA

Project area as defined by the Final Environmental Impact Statement (FEIS) dated July 2019.

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Belmont Park Redevelopment Civic and Land Use Improvement Project Design Guidelines

COVERED PLAZA

A partially or fully enclosed space, directly accessible to the public from an adjoining street, Arcade or Pedestrian Plaza, which is open and unobstructed to a minimum height of 15 feet.

CURB CUT ZONE

Portion of a sidewalk where vehicular curb cuts are permitted. These locations may be existing and/or occur beyond Lot Lines.

EMERGENCY VEHICLE ACCESS (EVA)

A roadway, Arcade, plaza (open or covered), or other pedestrian area used by emergency responders for access in an emergency.

FACADE TRANSPARENCY ZONE

Any portion of building envelope located within this 15 foot wide zone shall be subject to Transparency Requirements. Please refer to Figure III-2 and individual Use Sections for requirements.

FENCE

A screen or separating feature that may consist of either woven wire, woven wood, picket, decorative masonry, concrete, plastic/vinyl, or similar materials, or a cultivated or natural growth of shrubs or trees. Barbed wire and poultry wire shall be prohibited.

FLOOR AREA

The sum, in square feet (SF), of the areas of all floors of a building or buildings, measured horizontally in a plane to the exterior faces of perimeter walls or from the center line of walls separating buildings. Exemptions from floor area calculation shall be as follows:

- a. The floor area of a Basement
- b. The floor area of an Arcade, Pedestrian Plaza, covered plaza, atrium, and Pedestrian Bridge
- c. The gross unobstructed surface area of loading spaces including stalls, driveways and maneuvering areas
- d. Mezzanines as defined in this section
- e. Areas of balconies, uncovered porches and patios, and covered porches and patios with a minimum of 50% of their sides open to the exterior
- f. Mechanical/electrical/plumbing rooms, stairwells, elevator shafts, duct shafts, elevator rooms, mechanical penthouses, pipe spaces, and spaces having headroom of less than 6 feet
- g. Permitted uses which serve as associated support areas for primary retail use.
- h. Roof projections
- Kiosks, temporary structures, architectural follies, outdoor seating portion of Open-Air Cafes, partially enclosed structures, gateways, playgrounds, and other structures for environmental graphics and wayfinding

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GROUND OR FIRST STORY

The lowest story entirely above the level of the ground in front of the building or Mean Grade Level.

HEIGHT OF BUILDING

The height of a building shall be measured as the vertical distance from the Mean Grade Level to the highest level of a flat or mansard roof, or to the peak of a pitched, gable, hip or gambrel roof. Refer to Permitted Obstructions for elements that may exceed this height limitation.

HOTEL

A building, the primary purpose of which is to provide sleeping accommodations for transient occupancy in units which may be rented on a daily basis. A Hotel may have one or more common entrance. Hotel Service Yards and service entrances shall be separated and screened from public areas by a Fence.

KIOSK

A temporary or semi-permanent one-story structure, predominantly of light materials. A Kiosk may be freestanding or may be attached on only one side to a wall of a building and may be occupied by news or magazine stands, candy stands, food preparation for Open-Air Cafes, flower stands, public service/information booths, or other similar vendor functions. Freestanding Kiosks outside of Building Envelope Boundaries may occupy a maximum individual area of 300 square feet and an aggregate area not exceeding 1,200 square feet of the required 2.0 acres of Site A Open Space.

LOT LINE

A line defining the boundary of an area of land that is the subject of a lease or sublease between Empire State Development Corporation (ESD) and the Developer for purposes of developing the components of the project.

MEAN GRADE LEVEL

The level of a site measured from averaging heights of the center-line grade of the street(s) adjacent to the lot. The Mean Grade Level for Site A shall be +75 and for Site B shall be +70.

MEZZANINE

An intermediate level or levels between the floor and ceiling of any story that are not larger in area than 50% of the floor area below

MICE

Meeting, incentive, conference, and exhibition (MICE) space is intended to cater for specialized tourism that is dedicated to planning, booking, and facilitating conferences, seminars, and other events. MICE events can be centered on a theme or topic and are typically aimed at a professional, school, academic or trade organization or other special interest group.

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Belmont Park Redevelopment Civic and Land Use Improvement Project Design Guidelines

OFFICE

A room, set of rooms, or building used as a place for business, commercial, professional, or bureaucratic work.

OPEN-AIR CAFÉ

An unenclosed or partially enclosed restaurant or eating or drinking place, which may have waiter or table service, and is open to the sky except for permitted obstructions such as trees, arbors, awnings or canopies. An Open-Air Café shall be accessible from a minimum of two sides where there is a boundary with the remainder of the project Open Space. The boundary shall be defined by planters or decorative barricades. Seating may be reserved for customers.

PEDESTRIAN BRIDGE

A continuous bridge that crosses over Hempstead Turnpike and connects Site A to Site B, providing Primary Pedestrian Access Points to both sites. It is designated to encourage pedestrian circulation and other appropriate uses. The overall width of a Pedestrian Bridge shall not be less than 25 feet. A Pedestrian Bridge shall meet New York State DOT requirements and include provisions to mitigate littering onto Hempstead Turnpike.

PEDESTRIAN PLAZA

Site A Open Space occurring between building(s), park, and a street, unobstructed from its lowest level to the sky and accessible to the public from an adjoining street, Arcade, covered plaza, Pedestrian bridge, or Pedestrian Walkway. A Pedestrian Plaza may include continuation of Pedestrian Walkways and is permitted to be gated during non-operating hours per ESD and NYRA agreed upon hours. Refer to Permitted Obstructions and Section 8 for additional elements permitted within Pedestrian Plazas. Emergency Vehicle Access shall be permitted as required by code.

PEDESTRIAN WALKWAY

A continuous, open way, designated to encourage pedestrian circulation and other appropriate uses, separated from the Vehicular Circulation Roads by a safety zone or barrier but accessible for Emergency Vehicle use. Pedestrian Walkways can be located within Pedestrian Plazas.

PERMITTED OBSTRUCTIONS

- a. In relation to Height of a Building:
 - i. Chimneys, flues or spires
 - ii. Elevator and stair bulkheads
 - iii. Mechanical equipment, mechanical penthouses, and similar construction enclosing equipment that is less than 12 feet in height as measured from the roof upon which they are located and do not occupy more than 30% of the area of the roof
 - iv. Flagpoles, communication equipment, and aerials including lightning protection

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Belmont Park Redevelopment Civic and Land Use Improvement Project Design Guidelines

I-5

- v. Pole mounted light fixtures
- vi. Parapet walls in accordance with State and Federal requirements
- vii. Renewable energy equipment
- viii. Screening
- ix. Pedestrian Bridges
- x. Skylights
- xi. Signage
- b. Within Building Envelope Boundaries:
 - i. Sentry boxes and guard/security booths
 - ii. Vehicular Roads (passage, service, and emergency)
 - iii. Parking
 - iv. Loading zones
 - v. Basements and construction below Mean Grade Level
 - vi. Decorative fencing and gates
 - vii. Landscape elements and structures
 - viii. Lighting fixtures (freestanding and attached)
 - ix. Kiosks and freestanding signage
 - x. Art installations and sculptures (permanent and temporary)
 - xi. Wayfinding signage
 - xii. Pedestrian Bridges
 - xiii. Open-Air Cafes
 - xiv. Outdoor restaurant seating
 - xv. Plazas, Open Space features
 - xvi. Stairs, ramps and bollards
 - xvii. Trees, shrubs
 - xviii. Marquees
 - xix. Bulkheads or other mechanical/electrical/plumbing equipment
 - xx. Recreational or play equipment
 - xxi. Sidewalks
 - xxii. Bicycle paths
 - xxiii. Food and beverage trucks
 - xxiv.Performance stages
 - xxv. Temporary facilities
 - xxvi. Vehicular and Bus Drop-Offs
- c. Within Site A Open Space Pedestrian Plazas:
 - i. Arbors, trellises, gazebos, and other shade structures
 - ii. Benches, seats, outdoor furniture (fixed or moveable)
 - iii. Litter receptacles, maintenance enclosures
 - iv. Kiosks
 - v. Open-Air Cafes
 - vi. Outdoor restaurant seating
 - vii. Lights and lighting stanchions
 - viii. Public telephones
 - ix. Balconies and bay windows

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- x. Awnings, canopies, roof overhangs and downspouts
- xi. Marquees
- xii. Stairs, ramps and bollards
- xiii. Signage and directories
- xiv. Trees, shrubs
- xv. Art installations and sculptures (permanent and temporary)
- xvi. Recreational or play equipment
- xvii. Sidewalks
- xviii. Bicycle paths
- xix. Vehicular Roads (passage, service, and emergency)
- xx. Sentry boxes and guard/security booths
- xxi. Screens and fencing
- xxii. Food and beverage trucks
- xxiii. Performance stages
- xxiv. Temporary facilities
- xxv. Vehicular and Bus Drop-Offs

PRIMARY PEDESTRIAN ACCESS POINT

The primary site entrance locations for pedestrians. Sites may have more than one Primary Pedestrian Access Point and multiple secondary entrances. Primary Pedestrian Access Points can be used for Emergency Vehicle Access if required. Bollards and/or other security features can occur at these points. Primary Pedestrian Access Points shall marry the interior plaza elevation with the elevation of the immediately adjacent pavement. Elevation changes up into (or down into) the Plaza will be managed with sloped and ramped surfaces. Sloped surfaces shall not have a slope greater than 4.9%. Wheelchair ramps as per ADA requirements. The developer is encouraged to avoid stairs and steps and dedicated wheelchair ramps by utilizing "Universal Design" principles.

PUBLICLY ACCESSIBLE OPEN SPACE

Open Space and recreational resources that can be utilized by the community on a regular basis, including during designated periods, for active or passive recreation or set aside for the protection and/or enhancement of the natural environment. Publicly Accessible Open Spaces can be under government control or owned by a private entity, so long as they allow public access to the property.

SERVICE YARD

An area adjacent to a building or group of buildings that can be used for loading, layout space, container storage, and garbage and recycling collection.

SETBACK

The minimum separation between the envelope of a building and the Lot Line. Refer to Permitted Obstructions for elements that are permitted within this space.

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Belmont Park Redevelopment Civic and Land Use Improvement Project Design Guidelines

SIGNAGE

Any writing, pictorial representation, screen, emblem, flag or banner that (a) is a structure or any part thereof, and is attached to, painted on, or in any other way represented on a building or structure, (b) is visible from outside a building and is intended to direct attention to a sponsor, business, profession, commodity, service or entertainment activity or provide directions. Artwork, environmental graphics, directional, and wayfinding signage shall not be subject to review. Permitted signage shall include the following Sign Types:

- A. Awning Sign: Any lettering attached to or inscribed on an architectural or fabric awning.
- B. Banner Sign: A long strip of cloth bearing a slogan or design.
- C. Blade Sign: A permanent, rigid vertical sign that is not parallel to the façade and can have signage on multiple sides.
- D. Canopy Sign: Any lettering attached to or inscribed on an architectural canopy, or any sign attached thereto.
- E. Cabinet Sign: A sign structure comprised of a frame and face or faces. Cabinet sign frame depth to be limited to 4 inches. Maximum area of individual cabinet sign faces shall be limited to 12 square feet.
- F. Detached Sign: Any sign which is suspended from or attached to and supported by one or more columns, up-rights or braces, embedded in the ground, and in which neither the sign nor the supports thereof are attached to or are dependent on any building for support or bracing.
- G. Directional Sign: Any sign which is located outdoors and is used for guidance, instruction or direction. Refer to Wayfinding and Environmental Design Signage.
- H. Flags: A piece of cloth attached at one edge to a pole or structural arm and used as an emblem, marker, and/or signal.
- I. Freestanding Sign: refer to Detached Sign.
- J. Individual Character (Letter/Number) Signs: Individual dimensional, backlit/illuminated or molded channel letters or numbers (may include "Pan Channel", "H Channel", "Open Channel", "Reverse Channel" or similar signage construction types). These signs may be internally or externally illuminated using technologies similar to LED lighting. Signage may be constructed of materials similar to acrylics, polycarbonates, aluminum or other sheet or plate metals. When acrylics are used, the quality of proposed signs must be demonstrated and approvals will not be reasonably withheld.
- K. LED (Light Emitting Diode)/LCD (Liquid Crystal Display) Screen: A luminous sign or screen that communicates through action, motion or projection. Screens require electric power and electronic/data supply to function. Where permitted, LED/LCD screens will be framed and/or positioned in a manner that gives them the appearance of being architecturally integrated into the building facades. Size, location, media content and hours of operation to be controlled by the "Arena Sign Design and Operations Guidelines".
- L. Marquee Sign: Any lettering or screen attached to or inscribed on a marquee, or any sign attached thereto.

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- M. Monument Sign: Refer to Detached Sign.
- N. Multifaced Sign: At least three or more single-faced signs, of the same size, the vertical sides of which are substantially fastened to each other to form a continuous sign area and securely mounted or affixed to a pole or post which is imbedded in the ground.
- O. Poster Sign: A sign which affixed to a surface by the use of an adhesive.
- P. Roof Sign: Any sign which is painted on or is affixed to the horizontal or sloped roof surface and is meant to be seen from aerial view points.
- Q. Temporary Sign: A sign which is permitted to be used or erected for a limited period of time pursuant to the provisions of these Design Guidelines.
- R. Transparent Sign: Any sign that is sufficiently transparent to make activity within the building and the interior architecture visible to passersby, and the surrounding exterior architecture and activity is visible to people on the interior.
- S. Variable Message Sign: A sign which has content that is changeable to meet usage needs.
- T. Wall Sign: A display, sign or mural affixed directly to a building's exterior envelope by painting, projection or applied vinyl or similar substance.
- U. Window Sign: A sign which is either temporarily or permanently attached or affixed to the interior or exterior surface of a display window and is used for announcement/notice, directional matter, and company name or trade name which is relative to the business, products or services provided. Window signage set back 12 inches minimum from glazing shall not be subject to review.

STORY

The part of a building between the surface of a floor (whether or not counted for purposes of computing Floor Area) and the ceiling immediately above.

VEHICULAR AND BUS DROP OFF

An opened or covered passenger zone for publicly or privately operated vehicles and bus lines. Where applicable, Drop Off areas shall include and connect hard top surface parking with appropriate Pedestrian Walkways and queueing areas.

1.3 VEHICULAR CIRCULATION

1.3.1 CURB CUT ZONES

The following defines the requirement of new curb cuts within the Curb Cut Zones. Any existing curb cuts that may require modification shall not be subject to review by the Design Guidelines but are subject to New York State DOT requirements.

(1) Cars and small vehicles

a. The maximum width of a new curb cut shall be 25 feet for one-way traffic and 50 feet for two-way traffic (excluding radii), curb cuts may be combined without separation if required by local conditions. A maximum of 3 curb cuts are

KSS

Belmont Park Redevelopment Civic and Land Use Improvement Project Design Guidelines

I-9

permitted per curb cut zone. The curb cut requirements shall be in addition to any other applicable New York State DOT rules or regulations concerning driveway curb cuts. When permitted, curb cuts are to be kept to a minimum size and number. For all parcels, no new curb cuts shall be permitted within a minimum of 10 feet of the intersection of local street lines and 100 feet of the Cross Island Parkway and Hempstead Turnpike intersection. For all specific locational requirements, refer to Figures III-3 and III-3.1.

(2) Trucks, Buses and Emergency Vehicles

a. The maximum width of a new curb cut shall be 75 feet for one-way traffic and 140 feet for two-way traffic (including radii). A maximum of 2 curb cuts are permitted per curb cut zone. The curb cut requirements shall be in addition to any other applicable New York State DOT rules or regulations concerning driveway curb cuts. When permitted, curb cuts are to be kept to a minimum size and number. For all parcels, no curb cuts shall be permitted within minimum of 10 feet of the intersection of local street lines and 100 feet of the Cross Island Parkway and Hempstead Turnpike intersection. For all specific locational requirements, refer to Figures III-3 and III-3.1.

1.3.2 VEHICULAR CIRCULATION ROADS

- (1) Vehicular circulation roads shall be permitted on Sites A and B to meet the intent of Section 3, Chapter 7.1 of the Transportation Management Plan dated June 2019. Road design shall confirm to the New York State building reference codes and all other applicable statutory and regulatory requirements.
- (2) Vehicular circulation roads shall be permitted within the Building Envelope Boundaries where required by the specific circumstances of the design.
- (3) To the greatest extent possible, vehicular circulation roads, unless intended for Emergency Vehicle Access only, shall not conflict with, cross or cover required vegetated buffers and Primary Pedestrian Access Points.

1.4 PARKING AND LOADING

1.4.1 PARKING STANDARDS

(1) Refer to Section 10 for parking requirements.

1.4.2 LOADING

- (1) Refer to Table II for the minimum number of loading spaces.
- (2) Loading shall be permitted as elevated docks and/or at grade loading.

KSS

Belmont Park Redevelopment Civic and Land Use Improvement Project Design Guidelines

- (3) Loading shall be a permitted Accessory Use in all buildings.
- (4) Access points shall meet New York State and federal requirements for sight distance.
- (5) To the greatest extent possible, loading shall be screened from adjoining streets with fencing or walls consistent with these Design Guidelines.
- (6) To the greatest extent possible, loading zones shall be separated from pedestrian circulation areas. Where a Pedestrian Walkway crosses a Service Yard or loading dock driveway, the driveway shall be clearly marked and signed to indicate the location of the walkway and to require vehicles to stop for individuals using the walkway.
- (7) To the greatest extent possible, Service Yards shall have adequate room for truck access and temporary layout for tenants.
- (8) Each loading space shall be a minimum of 10 feet wide and provide clearance height of not less than 12 feet.

1.5 SCREENING AND FENCING

- (1) Screening shall be integrated with the architecture and landscape and consist of either a continuous planting screen, Fence, walls, or parapets. Introduction of modulation and a variety of landscape material is encouraged. The screens or walls may be interrupted by or include entry/exit doors and gates.
- (2) Screening of Service Yards shall be installed and maintained in a manner designed to:
 - a. Limit the view of persons on adjacent properties
 - b. Minimize lighting trespass
 - c. Orient the finished side of the screen/fence toward the adjacent property
- (3) To the greatest extent possible, rooftop and ground mounted mechanical equipment shall not be visible from adjacent parcels. Where screens or fences are used, materials shall complement the building architecture.
- (4) Maximum height for fencing and screens shall be 12 feet as measured from bottom of Fence or screen to top of Fence or screen.
- (5) The following fencing materials shall be prohibited:
 - a. Barbed wire
 - b. Poultry netting
- (6) Refer to Section 10 for parking structure screening requirements.

1.6 SIGNAGE

- (1) Sign Zones are defined for the Hotel, Office, Site A Retail, and Site B Retail as indicated in Figures III-5 through III-5.5. Each of these Sign Zones shall be unique. Refer to individual Use Sections for signage area percentage (%) limits within each Sign Zone. Multiple signs, screens or sign elements may occur within a unique Sign Zone.
- (2) Signage on the Arena shall be governed by the "Arena Sign Design and Operations Guidelines".
- (3) Continuous signage comprised of multiple elements, screens, words, logos or individual characters shall be permitted. The maximum surface area of a single element as noted above shall not exceed 1,500 square feet unless otherwise noted in specific Sign Zones.
- (4) Allowable sign percentages (%) shall be based upon the overall building façade area on which they occur. For the purposes of computation, the overall building façade area shall be calculated using the full orthogonal projection of that elevation, excluding permitted obstructions.
- (5) For the purposes of computation, the entire background area of the sign shall be computed by standard mathematical formulas for known or common shapes. For irregular shapes, devices, pennants, branded banners, bunting or fluttering devices, the entire background area shall be considered that area which is or would be encompassed within the extremities of straight lines drawn closest to the extremities of the shape or device.
- (6) Fabric Banner, Awnings and Flags must be kept in good condition. Faded and torn materials shall be removed or replaced.
- (7) Electrical components serving signage and screens shall be concealed to the greatest extent possible.
- (8) Sign and screen fasteners and mounting brackets/supports shall be concealed to the greatest extent possible unless such fastener or bracket is a design component of the sign.

1.7 SUSTAINABILITY

(1) The Proposed Development shall target LEED version 4 certification at a minimum by implementing a variety of low-impact development methods which would result in lower greenhouse gas emissions.

- (2) The Proposed Development shall target incorporation of energy efficient design that results in energy expenditure in the range of 12 to 20 percent lower than buildings designed to meet but not exceed building code requirements.
- (3) Sustainable strategies to be considered for the Proposed Development shall include, but are not limited to the following:
 - a. Green stormwater infrastructure
 - b. Pre- and post-consumer recycled building materials
 - c. High efficiency LED lighting
 - d. Cement replacements such as fly ash and/or slag
 - e. Utilizing natural gas, LPG propane, or electricity, or a combination thereof for the typical operation of the heat and hot water systems
 - f. On-site renewables such as wind or solar may be considered for certain processes (e.g., heating water for HVAC/hot water systems)
 - g. Reducing the use of refrigerants in cooling and climate systems
- (4) Sustainable strategies to be considered for the Arena shall include, but are not limited to, the following:
 - Energy-efficient building envelope and energy-efficient glazing designed to reduce heat loss and facilitate daylight harvesting by admitting more daylight than solar heat
 - b. High-efficiency heating, ventilation, and air conditioning systems
 - c. High-albedo roofing material
 - d. Motion/occupancy sensors for lighting and climate control
 - e. Water conserving plumbing fixtures exceeding New York State building code requirements, as further described in Chapter 22 of the FEIS
 - f. Waterless urinals which indirectly reduce energy consumption associated with potable water production and delivery, as further described in Chapter 22 of the FEIS
 - g. Use of cement as specified in the MEC
- (5) The Proposed Development shall strive to provide tenant, user, and visitor recycling opportunities throughout, including waste diversion and recycling for glass, metal, paper, cardboard, and plastic products.
- (6) The Proposed Development shall include collection, safe storage, and proper disposal of both batteries and electronic waste.
- (7) The Proposed Development shall pursue strategies for reduced parking footprint, including but not limited to onsite parking and carpool preferred parking within the structured parking garages of the Hotel and Site B Retail.

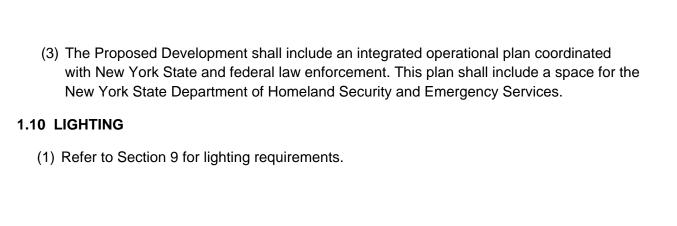
(8) Recycling storage and management facilities shall be permitted to be located on the exterior of buildings, and available to guests, visitors, and transient occupants throughout both sites.

1.8 EXTERIOR BUILDING MATERIALS

- Facades shall be developed to incorporate various architectural elements introducing scale, texture, and color that are appropriate for the Proposed Development's location and visibility.
- (2) Roof surface materials shall avoid high reflectivity and contrasting colors. Permitted Obstructions such as vents, bulkheads and cooling units shall be finished in materials which are compatible to the surrounding building surfaces.
- (3) All building materials shall meet New York State building code requirements.
- (4) To the greatest extent possible, utility panels and access doors shall be coordinated and compatible with adjacent building finishes.
- (5) To the greatest extent possible, all light fixtures, security devices and code required alarm devices shall be integrated into the façade design and coordinated with adjacent finishes.
- (6) To the greatest extent possible, surface mounted electrical conduit or raceway outside of Service Yards shall be minimized.
- (7) Where feasible, strategies to reduce daytime bird collisions shall include, but are not limited to, the following:
 - a. Reducing the proportion of reflective glass as compared to other building materials within the first two stories above Mean Grade Level
 - b. Use of low reflectivity glass that is patterned, fritted, or transparent within the first two stories above Mean Grade Level
 - c. Where glass materials are present within the first two stories above mean grade level that could reflect landscaping, vegetation shall be located at a distance where it would not be clearly reflected by glass or within 3 feet of buildings
 - d. Other methods as recommended by design professionals

1.9 SECURITY

- (1) The Proposed Development shall be designed with state-of-the-art security command centers and safety components incorporated therein.
- (2) Areas of focus shall include the use of modern and effective screening and surveillance equipment as well as the establishment of a secured perimeter to the Arena.



SECTION 2 ARENA DESIGN GUIDELINES

The proposed multi-purpose Arena shall be a state-of-the-art facility located in the western central portion of Site A. The Arena shall provide up to 19,000 seats for events. It shall be designed to the demand specifications of an NHL facility. In addition to serving as a professional hockey venue, the building is anticipated to host major concerts, amateur sports, conferences, and family events.

2.1 PERMITTED USES

- (1) Permitted uses shall include:
 - a. Arena
 - b. Amateur and professional sporting events
 - c. Entertainment
 - d. Retail including eating and drinking establishments
 - e. Community space
 - f. Structured parking
 - g. Fire control areas
 - h. Open space
 - i. Loading
- (2) Associated Arena support areas including maintenance and repair areas, utility rooms, storage rooms, service areas, toilet rooms, and lobbies.

2.2 BULK CONTROLS

2.2.1 SETBACKS

- (1) Refer to Figure III-2 for Building Envelope Boundaries.
- (2) Roof overhangs and canopies are permitted to extend beyond Building Envelope Boundaries.

2.2.2 FLOOR AREA

- (1) Floor Area above Mean Grade Level shall not exceed 745,000 square feet.
- (2) Refer to Section 1.2 for exemptions from Floor Area calculation.
- (3) The footprint area of structured parking below Mean Grade Level is permitted to exceed Building Envelope Boundaries but shall not exceed the Lot Lines identified in Figure III-1.

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2.2.3 HEIGHT OF BUILDING

- (1) The maximum building height shall not exceed 125 feet. Refer to Figure III-4.
- (2) Refer to Section 1.2 for Permitted Obstructions that are excluded from maximum building height.

2.3 ARCHITECTURAL ELEMENTS

2.3.1 LIGHTING CRITERIA

(1) Refer to Section 9 for Lighting Design Guidelines.

2.3.2 SIGNAGE CRITERIA

- (1) Signage on the Arena shall be governed by the "Arena Sign Design and Operations Guidelines".
- (2) Sponsorship signage: The Arena name is still to be determined. It is expected that the Arena will be named in conjunction with corporate sponsorship. Arena identification signage will be permitted to utilize a corporate logo as further detailed in the "Arena Sign Design and Operations Guidelines".

2.3.3 BUILDING MATERIALS

(1) Refer to Section 1.8 for Exterior Building Material requirements.

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SECTION 3 HOTEL DESIGN GUIDELINES

The proposed Hotel shall be located along Hempstead Turnpike on Site A, between the proposed Arena and Paddock Park. The Hotel shall provide up to 250 keys with conference facilities and associated accessory uses and shall be constructed above a structured parking platform.

3.1 PERMITTED USES

- (1) Permitted uses shall include:
 - a. Hotel
 - b. Conference and meeting spaces
 - c. Retail including eating and drinking establishments
 - d. Health and fitness clubs
 - e. Surface and structured parking
 - f. Community space
 - g. Personal service uses
 - h. Loading
- (2) Associated Hotel support areas including maintenance and repair areas, utility rooms, storage rooms, service areas, toilet rooms, and lobbies.

3.2 BULK CONTROLS

3.2.1 SETBACKS

- (1) Refer to Figure III-2 for Building Envelope Boundaries.
- (2) Roof overhangs and canopies are permitted to extend beyond Building Envelope Boundaries.

3.2.2 FLOOR AREA

- (1) Floor Area above Mean Grade Level shall not exceed 210,000 square feet.
- (2) Refer to Section 1.2 for exemptions from Floor Area calculation.
- (3) The footprint area of structured parking below Mean Grade Level is permitted to exceed Building Envelope Boundaries but shall not exceed the Lot Lines identified in Figure III-1.

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3.2.3 HEIGHT OF BUILDING

- (1) The maximum building height shall not exceed 150 feet. Refer to Figure III-4.1.
- (2) Refer to Section 1.2 for Permitted Obstructions that are excluded from maximum building height.

3.3 ARCHITECTURAL ELEMENTS

3.3.1 LIGHTING CRITERIA

(1) Refer to Section 9 for Lighting Design Guidelines.

3.3.2 SIGNAGE CRITERIA

- (1) Refer to Section 1.2 for classification of signs and descriptions of Sign Types.
- (2) Refer to Section 1.6 for Site Wide Signage Requirements inclusive of maximum single sign size.
- (3) Refer to Figures III-5 through III-5.1 for extent of Sign Zones.
- (4) Three dimensional and graphic signs shall be permitted within the Sign Zone

3.3.3 BUILDING MATERIALS

- (1) Refer to Section 1.8 for Exterior Building Material requirements.
- (2) Portions of the building envelope located within the Façade Transparency Zone as illustrated in Figure III-2 shall meet the following requirements:
 - a. For single story facades up to 16 feet in height, a minimum of 50% of the facade shall include transparent materials up to 2/3 the height of the façade, including the parapet, as measured from Mean Grade Level.
 - b. For multi-story facades, a minimum of 50% of the facade shall include transparent materials up to 12 feet above Mean Grade Level.
- (3) In order to limit Leq (equivalent continuous) sound levels at the Hotel to 45 dBA or less, the building envelope of the Hotel shall be designed to provide a minimum of 25 dBA window/wall attenuation.

SECTION 4 OFFICE DESIGN GUIDELINES

The proposed office space shall be located on Site A and is expected to be used primarily by the Proposed Development's operations. The remainder shall be available as flexible space.

4.1 PERMITTED USES

- (1) Permitted uses shall include:
 - a. Office
 - b. Community space
 - c. Entertainment
 - d. Retail including food services establishments
 - e. Conference space
 - f. Exhibition space
- (2) Associated Office support areas including maintenance and repair areas, utility rooms, storage rooms, service areas, toilet rooms, and lobbies.

4.2 BULK CONTROLS

4.2.1 SETBACKS

- (1) Refer to Figure III-2 for Building Envelope Boundaries.
- (2) Roof overhangs and canopies are permitted to extend beyond Building Envelope Boundaries.

4.2.2 FLOOR AREA

- (1) Floor Area above Mean Grade Level shall not exceed 30,000 square feet.
- (2) Refer to Section 1.2 for exemptions from Floor Area calculation.

4.2.3 HEIGHT OF BUILDING

- (1) The maximum building height shall not exceed 60 feet. Refer to Figure III-4.2.
- (2) Refer to Section 1.2 for Permitted Obstructions that are excluded from maximum building height.

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4.3 ARCHITECTURAL ELEMENTS

4.3.1 LIGHTING CRITERIA

(1) Refer to Section 9 for Lighting Design Guidelines

4.3.2. SIGNAGE CRITERIA

- (1) Refer to Section 1.2 for classification of signs and descriptions of sign types.
- (2) Refer to Section 1.6 for Site Wide Signage Requirements inclusive of maximum single sign size.
- (3) Refer to Figure III-5.2 for extent of Sign Zones.

4.3.3 BUILDING MATERIALS

- (1) Refer to Section 1.8 for Exterior Building Material requirements.
- (2) Portions of the building envelope located within the Façade Transparency Zone as illustrated in Figure III-2 shall meet the following requirements:
 - a. For single story facades up to 16 feet in height, a minimum of 50% of the facade shall include transparent materials up to 2/3 the height of the façade, including the parapet, as measured from Mean Grade Level.
 - b. For multi-story facades, a minimum of 50% of the facade shall include transparent materials up to 12 feet above Mean Grade Level.

SECTION 5 COMMUNITY SPACE DESIGN GUIDELINES

Community spaces are anticipated to be incorporated in the buildings on Site A and Site B and offer an array of programming options with focus on health and wellness, as well as educational and career development services. In keeping with the project goal to use the Arena and other elements of the Proposed Development as a platform for innovation in live entertainment and guest experience, it is the intent for these spaces to provide educational and job training opportunities for community members interested in careers in audio and light technology, sports, music, retail and event management, tourism development, and hospitality.

5.1 PERMITTED USES

- (1) Permitted uses shall include:
 - a. Community space
 - b. Educational
 - c. Rehearsal
 - d. Conference space
 - e. Exhibition space
- (2) Associated Community Space support areas including maintenance and repair areas, utility rooms, storage rooms, service areas, toilet rooms, and lobbies.

5.2 BULK CONTROLS

5.2.1 FLOOR AREA

- (1) Floor Area above Mean Grade Level shall be a minimum of 10,000 square feet across the Proposed Development.
- (2) Refer to Section 1.2 for exemptions from Floor Area calculation.

5.3 ARCHITECTURAL ELEMENTS

5.3.1 INTERIOR FIT OUT

- (1) The interior of the Community Space shall be fully built-out and finished to a level that permits immediate use and program operations from day one.
- (2) The Community Space shall have either its own dedicated toilets or access to shared facilities in building common areas. Fixture counts shall meet the occupancy requirement per the New York State building reference codes.
- (3) The Community Space shall have fully distributed heating and cooling that meets capacity as defined by the New York State building reference codes.

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) The Community Spa that meets New York	ce shall be supplied State building cod	d with electrical pee.	oower at a minimu	m capacity

I-23

SECTION 6 SITE A RETAIL DESIGN GUIDELINES

The Design Guidelines for this section have been prepared to establish criteria for stand-alone experiential retail and food and beverage uses on Site A.

The experiential retail proposed on Site A shall be expected to be attractive not only to the proposed Hotel's guests and Arena attendees but also to the public and community at large in order to animate the area independent of Arena events.

6.1 PERMITTED USES

- (1) Permitted uses shall include:
 - a. Retail
 - b. Food and dining
 - c. Associated food service spaces
 - d. On-site kiosks and carts
 - e. Assembly
 - f. Entertainment
 - g. Loading
- (2) Associated Retail support areas including maintenance and repair areas, utility rooms, storage rooms, service areas, toilet rooms, and lobbies.

6.2 BULK CONTROLS

6.2.1 SETBACKS

- (1) Refer to Figure III-2 for Building Envelope Boundaries.
- (2) Lot coverage of the Building Envelope Boundary identified in parcel 4 shall not exceed 75%.
- (3) Roof overhangs and canopies are permitted to extend beyond Building Envelope Boundaries.

6.2.2 FLOOR AREA

- (1) Floor Area above Mean Grade Level for Site A Retail shall not exceed 35,000 square feet.
- (2) Refer to Section 1.2 for exemptions from Floor Area calculation.

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6.2.3 HEIGHT OF BUILDING

- (1) The maximum building height shall not exceed 40 feet. Refer to Figure III-4.2.
- (2) Refer to Section 1.2 for Permitted Obstructions that are excluded from maximum building height.

6.3 ARCHITECTURAL ELEMENTS

6.3.1 LIGHTING CRITERIA

(1) Refer to Section 9 for Lighting Design Guidelines.

6.3.2 SIGNAGE CRITERIA

- (1) Refer to Section 1.2 for classification of signs and descriptions of sign types.
- (2) Refer to Section 1.6 for Site Wide Signage Requirements inclusive of maximum single sign size.
- (3) Refer to Figure III-5.3 for extent of Sign Zones.

6.3.3 BUILDING MATERIALS

- (1) Refer to Section 1.8 for Exterior Building Material requirements.
- (2) Portions of the building envelope located within the Façade Transparency Zone in parcel 4 as illustrated in Figure III-2 shall meet the following requirements:
 - a. For single story facades up to 16 feet in height, a minimum of 50% of the facade shall include transparent materials up to 2/3 the height of the façade, including the parapet, as measured from Mean Grade Level.
 - b. For multi-story facades, a minimum of 50% of the facade shall include transparent materials up to 12 feet above Mean Grade Level.
 - c. For stand-alone building, Façade Transparency Zone shall be limited to 50% of building perimeter.

SECTION 7 SITE B RETAIL DESIGN GUIDELINES

As detailed below, a distinct retail, dining, and entertainment experience is proposed on Site B. This retail area is intended to create a village-type atmosphere that will incorporate pedestrian walkways and associated site features lined with small and unique buildings featuring boutiques, restaurants, and special events to complement the shopping experience. The retail village will be built above a structured parking platform located below the Mean Grade Level with perimeter walls that will be exposed to the exterior, where required, for air ventilation.

7.1 PERMITTED USES

- (1) Permitted uses shall include:
 - a. Retail
 - b. Guest service and support functions
 - c. Food and dining
 - d. Associated food service spaces
 - e. On-site kiosks and carts
 - f. Assembly and entertainment
 - g. Surface and structured parking.
 - h. Open space
 - i. Loading
- (2) Associated Retail support areas including management and administrative office areas, MICE space, maintenance and repair areas, utility rooms, storage rooms, service areas, toilet rooms, lobbies, and VIP lounges.

7.2 BULK CONTROLS

7.2.1 SETBACKS

- (1) Refer to Figure III-2.1 for Building Envelope Boundaries.
- (2) Roof overhangs and canopies are permitted to extend beyond Building Envelope Boundaries.

7.2.2 FLOOR AREA

- (1) Floor Area above Mean Grade Level for Site B Retail shall not exceed 315,000 square feet.
- (2) Refer to Section 1.2 for exemptions from Floor Area calculation.

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7.2.3 HEIGHT OF BUILDING

- (1) The maximum building height shall not exceed 45 feet along the eastern edge and 60 feet elsewhere on Site B. Refer to Figures III-2.1 and III-4.3.
- (2) Refer to Section 1.2 for Permitted Obstructions that are excluded from maximum building height.

7.3 ARCHITECTURAL ELEMENTS

7.3.1 LIGHTING CRITERIA

(1) Refer to Section 9 for Lighting Design Guidelines.

7.3.2 SIGNAGE CRITERIA

- (1) Refer to Section 1.2 for classification of signs and descriptions of sign types.
- (2) Refer to Section 1.6 for Site Wide Signage Requirements inclusive of maximum single sign size.
- (3) The maximum total aggregate signage area shall not exceed 30% of the building envelope area.
- (4) Refer to Figures III-5.4 and III-5.5 for extent of Sign Zones.
- (5) Interior brand and commercial signage which is located and directed towards internal retail village common and pedestrian areas are not subject to these Design Guidelines or associated review.
- (6) No illuminated signage shall be permitted to face the vegetated buffer/linear park.

7.3.3 BUILDING MATERIALS

(1) Refer to Section 1.8 for Exterior Building material requirements.

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SECTION 8 OPEN SPACE DESIGN GUIDELINES

The Proposed Development shall introduce Publicly Accessible Open Spaces to Belmont Park, including hard and softscape pedestrian plazas on Site A and a landscaped linear park on the eastern edge of Site B.

Site A Open Space shall include sitting areas, gathering spaces for on-site events, and programming. Site B Open Space shall feature a perimeter walking path that links open space northward along the adjacent vegetated buffer area. The vegetated buffer on Site B shall include a landscaped berm, hedges, and dense vegetation in order to separate the Proposed Development from the residential neighborhood.

8.1 SIZE REQUIREMENTS

- (1) Approximately 5.75 acres of Publicly Accessible Open Space in aggregate shall be provided on Site A and Site B.
- (2) A minimum of 2.0 acres of the required Publicly Accessible Open Space shall be located on Site A.
- (3) A minimum of 3.75 acres of the required Publicly Accessible Open Space shall be located on Site B.
- (4) The calculation of area for Publicly Accessible Open Space may include unbuilt land within the allowable Building Envelope Boundaries.
- (5) The surface area of Service Yards, Vehicular Circulation Roads, parking lots, and Vehicular and Bus Drop Offs shall not count towards Open Space requirements.
- (6) Refer to Figures III-3 and III-3.1 for full extent of Open Space locations.

8.2 PRIMARY PEDESTRIAN ACCESS POINTS

- (1) The Publicly Accessible Open Space shall include Primary Pedestrian Access Points as indicated in Figures III-3 and III-3.1.
- (2) The approximate width of Primary Pedestrian Access Points shall be as graphically indicated on Figures III-3 and III-3.1.

8.3 OPEN SPACE TYPOLOGIES

- (1) Pedestrian Plazas
 - a. The Publicly Accessible Open Space on Site A shall include Pedestrian Plazas as indicated in Figure III-3.

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- A Pedestrian Plaza shall be permitted on top of structured parking platform(s).
 Refer to Section 1.2 Permitted Obstructions for open space features which are permitted within Pedestrian Plazas.
- (2) Linear park and vegetated buffer
 - a. The Publicly Accessible Open Space on Site B shall include a linear park and vegetated buffer as indicated in Figure III-3.1.
 - The vegetated buffer shall be a minimum of 50 feet wide in order to separate the Proposed Development from the adjacent residential neighborhood.
 - ii. The vegetated buffer earthwork shall be no less than 8 feet in height as measured from existing adjacent grade.
- (3) Temporary facilities that operate no more than 130 days per year shall not occupy more than 30% of Open Space at any one time.

8.4 PLANTING AND TREES

- (1) Site A Planting Requirements:
 - a. A minimum of 25% of the required 2.0 acres of Site A Open Space shall be planting beds (surface and/or raised) with ground cover, flower beds, and shrubs.
 - b. Provide a minimum of 1 tree per 1,500 SF of the required 2.0 acres of Site A Open Space.
- (2) Site B Planting Requirements:
 - a. Shall include dense landscaping to create an evergreen tree line on top of the vegetated buffer that will serve to screen the Proposed Development from the adjacent residential neighborhood.
- (3) Where trees are planted within Open Space, they shall measure a minimum of 4" in caliper at the time of planting. They shall be planted with a minimum soil depth of 36" or as recommended by a licensed professional.
- (4) The permeable surface area at the base of planted trees shall be a minimum of 9 square feet.
- (5) Where planting beds are provided, they shall have minimum soil depth of 18" for grass or other ground cover, and 24" for shrubs or as recommended by a licensed professional.

- (6) Where planting beds or tree pits are located above occupied structure, provisions for subsurface drainage shall be included.
- (7) Landscaping shall have a provision for drainage in accordance with New York State stormwater performance standards.
- (8) Recommended planting materials shall include, but are not limited to, the following:
 - a. Overall Tree Planting: Mature and high-canopy trees may be provided to allow visual clearance to retail, entries, and Primary Pedestrian Access Points. Any planting areas should not block circulation flows to building entries and retail windows. Tree planting and planters shall leave appropriate clearance.
 - b. Evergreen Trees: Evergreens may be used within the landscape to screen undesirable views and utilities, frame and direct desired views, help define spaces lacking architectural edges, provide winter interest, and provide protection from winter winds.
 - c. Flowering and Small Trees: May be provided for adding seasonal interests and accent in the landscape, helping define small spaces and emphasizing human scale.
 - d. Shrub, perennial and groundcover: May be used to help shape and define spaces, screen elements such as utility vents, and maintain soil moisture and health of micro ecology.
 - e. Seasonal Annual Planting: May be used to selectively fill pots, planters, and plant beds to enrich the open space atmosphere. A seasonal color schedule should be planned, corresponding to event calendar.

8.5 PAVING

- (1) Acceptable paving materials within Publicly Accessible Open Space shall include, but are not limited to, the following:
 - a. Stone
 - b. Brick
 - c. Concrete
 - d. Dust stone
 - e. Exposed aggregate concrete
 - f. Pervious pavers
 - g. Asphalt
- (2) All vehicular paving shall meet New York State DOT requirements.

8.6 SEATING

(1) Seating shall be provided in Site A Open Space.

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- (2) Seating shall not be required in Site B Open Space.
- (3) Seating materials shall be durable, comfortable, and minimize temperature conduction and maintenance requirements.
- (4) Where seating is provided, there shall be a minimum of one linear foot of seating for each 75 square feet of the required 2.0 acres of Site A Open Space.
 - Moveable seating is permitted and shall be credited as 30" of linear seating per chair. Moveable seating shall be permitted within Emergency Vehicle Access zones.
 - b. Seating without backs shall have a minimum depth of 16". Seating 30" or more in depth shall count double provided there is access to both sides.
 - c. Seating higher than 24" and lower than 12" above the level of the adjacent walking surface shall not count toward meeting the seating requirements with the exception of seating steps as outlined below.
 - d. Seating steps shall not include any steps intended for circulation and must have a height not less than 6" nor greater than 30".
 - e. The tops of walls, including but not limited to those which bound planting beds and water features, may be counted as seating when they conform to the dimensional standards previously stated above.
 - f. Seating in Open-Air Cafes shall not count toward meeting the seating requirements.

8.7 WATER FEATURES

- (1) Water Features shall be permitted in Site A and Site B Open Space.
- (2) Materials used in water features shall be durable and resist damage caused by water cracks, weather, stains, and freeze-thaw cycles. Suitable materials include, but are not limited to, stone, concrete, brick, tile and metal such as copper, bronze, cast iron and steel.

8.8 OPEN-AIR CAFES

- (1) Open-Air Cafes shall be permitted in Site A Open Space and within Building Envelope Boundaries.
- (2) Open-Air Cafes within Building Envelope Boundaries shall not have limit on individual size or aggregate area.
- (3) The outdoor seating portion of Open-Air Cafes shall be excluded from Floor Area calculation in accordance with Section 1.2.
- (4) Signage and lighting of an Open-Air Cafe shall conform to Sections 1.6 and 9.

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8.9 RECREATIONAL AREAS

- (1) Recreational areas shall be permitted in Site A and Site B Open Space.
- (2) Recreational and play equipment shall be secured in accordance with manufacturer's guidelines.
- (3) Surfacing beneath play equipment for young children shall comply with New York State and federal safety standards.
- (4) Equipment shall be acceptable to New York State and federal agencies as appropriate for child use.
- (5) All playground equipment shall be made of materials that are rust-proof and weather resistant.

8.10 MAINTENANCE AREAS

- (1) The building owner shall be responsible for the maintenance of the Publicly Accessible Open Space including, but not limited to, litter control, snow and ice removal, and the care and replacement of vegetation within the project site and the adjacent sidewalk area.
- (2) Maintenance enclosures shall be provided on Site A and Site B to accommodate equipment and materials required for or used in maintaining the Publicly Accessible Open Space. Individual maintenance enclosures shall not exceed 2,000 square feet.
- (3) Litter receptacles shall be provided with a minimum capacity of one cubic foot for each 2,000 square feet of Publicly Accessible Open Space.

8.11 CIRCULATION AND ACCESS

- (1) Emergency, service, and commercial vehicular access shall be permitted within Open Space.
- (2) Roadways and vehicular/bus drop-offs shall be permitted within Open Space.

8.12 SIGNAGE

(1) See Section 1.6 for Site Wide Signage allowances.

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SECTION 9 LIGHTING DESIGN GUIDELINES

The Open Space and surrounding areas of Site A shall be lit for large scale crowds. The Arena itself shall be illuminated as the central element of the site. Specialized lighting events shall also be created in the Open Space to provide focal elements for the crowds at night. Lighting for safety and security shall also be provided.

Lighting design for the retail village on Site B shall create a comfortable environment to allow shoppers to browse, rest and relax. Retail storefronts shall be the focus on this site, where merchandise is displayed, and the lighting throughout shall help draw focus to these areas. Lighting at night shall help to reinforce the theming of the architectural design, and help to create areas for events, dining and leisure activities.

Please refer to Figure III-6 for the extent of lighting zones discussed below.

9.1 GENERAL LIGHTING REQUIREMENTS

- (1) Time clocks, daylight sensors and lighting control systems shall be provided to create multiple scenes for differing times at night, and differing events on Site A and Site B.
- (2) Light trespass shall be controlled through the selection and locations of the lighting luminaires. Where appropriate, lighting fixtures shall be fully shielded and pointing downward. Fixtures which are not fully shielded shall be controlled in terms of overall lumen output and orientation.
- (3) Lighting shall minimize blue light emissions.
- (4) Uplighting, where provided, shall be focused on architectural or landscape features to control light trespass.

9.2 SITE A - PROPOSED ARENA AREA

- (1) This area includes the Arena, Office and Community Space, Pedestrian Plaza, and food and beverage venues on Site A.
- (2) Walkways and plazas shall be lit with a combination of sources including poles of a more pedestrian scale that may vary from 10 to 30 feet tall, providing a minimum of 0.5 footcandles and maximum of 10 foot-candles along the walking surface.
- (3) A combination of poles of a more pedestrian scale (10 to 20 feet tall), various kinds of step lights, illuminated railings, bench lighting, and landscape lighting shall be used to provide both functional lighting for safety and security, but also to create an exciting and dramatic atmosphere for sporting and performance events happening inside the Arena.

- (4) The façades of the Arena shall also be illuminated at night through the use of a combination of elements including uplighting of façade panels, projection of light onto the façade, downlighting of loggias, and terrace lighting.
- (5) Façade and plaza illumination shall be controlled by time clock and daylight sensors (to calculate when it is getting dark) to operate from dusk to end of operations.
- (6) The lighting control system shall allow for higher illumination for events and lower light levels on evenings when the arena is not in use. Lower light levels shall be provided for late night for safety and security only.
- (7) Uplighting or projection lighting shall be focused onto specific façades facing the interior of Site A, and contained within the Arena area. Lighting events shall be controlled and designed to limit vertically lighting up into the sky.

9.3 SITE A - HOTEL/EXPERIENTIAL RETAIL AREA

- (1) This area includes the proposed Hotel and Site A experiential retail areas.
- (2) Roadways to Vehicular Drop-Offs and the Hotel's porte-cochere shall be lit with roadway poles that may vary from 25 to 35 feet tall. Roadway poles shall provide a minimum of 0.5 foot-candles and maximum of 5 foot-candles along the driving surface.
- (3) Lower scale pedestrian poles of 10 to 20 feet shall be provided for Pedestrian Walkways.
- (4) Lighting of the Hotel façades may include discrete accents to architectural features, cornice illumination, and rooftop and amenity deck illumination.
- (5) Building and Pedestrian Walkway illumination shall be controlled by time clock and daylight sensors to operate from dusk to dawn.
- (6) The lighting control system shall provide the ability to lower light levels after midnight to provide sufficient safety and security lighting.
- (7) Façade lighting shall be focused onto specific elements and contained within the lighting zone. Pedestrian and roadway illumination shall be provided for safety and security.

9.4 SITE B - EASTERN PORTION

- (1) This area includes the access roadways for vehicles and trucks into Site B off Hempstead Turnpike, entrances/exits to the below-grade garage, surface Bus Drop-Off areas, and retail loading zones.
- (2) Roadway poles shall be 25 to 35 feet tall with full cut-off (shielded) luminaires providing a minimum of 0.5 foot-candle and maximum of 5 foot-candles along the roadway surface.

- (3) Full cut-off luminaires shall be spaced evenly along the roadway at approximately 60 to 80 feet on center with appropriate light distribution to minimize light trespass off site.
- (4) The fixtures used shall be LED lights where light cast above a 90-degree plane from the fixture shall be avoided.
- (5) Roadway illumination shall be controlled by time clock and daylight sensors to operate from dusk to dawn.
- (6) The lighting control system shall provide the ability to lower light levels after events on Site A end and/or after the retail village closes to limit lighting late at night, but to still provide sufficient safety and security lighting.

9.5 SITE B - RETAIL VILLAGE

- (1) This area includes the Site B retail stores, food and beverage locations, along with customer service areas.
- (2) Walkways shall be lit with poles of a more pedestrian scale that may vary from 10 to 20 feet tall, providing a minimum of 1 foot-candle and maximum of 10 foot-candles along the walking surface.
- (3) At plazas and other major gathering areas, a higher maximum of up to 30 foot-candles may be required for events.
- (4) Retail village lighting fixtures shall be kept below the top of the parapet of retail buildings.
- (5) Luminaire types may include, but are not limited to, the following: lantern elements; decorative sconce fixtures; uplights on architectural features; downlights from cornices, eaves or other overhanging building elements; internally illuminated windows; and highlighting of other elements.
- (6) Landscaped areas shall be illuminated with small-scale luminaires that may be ground or recessed mounted, or with luminaires mounted in larger scale trees.
- (7) Building and walkway illumination shall be controlled by time clock and daylight sensors to operate from dusk to end of operations.
- (8) A lighting control system shall provide the ability to lower light levels after closing to provide sufficient safety and security lighting.

9.6 SURFACE PARKING LOTS

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

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

9.7 ROADWAYS

- (1) This area includes the access roadways for vehicles and trucks into and out of the Proposed Development off Hempstead Turnpike and the Cross Island Expressway.
- (2) Roadway poles shall be 25 to 35 feet tall with full cut-off luminaires that shall provide a minimum of 0.5 foot-candles and maximum of 5 foot-candles along the roadway surface.
- (3) Full cutoff luminaires shall be spaced evenly along roadways at approximately 60 to 80 foot on center with light distribution designed to minimize light trespass off site.
- (4) Roadway illumination shall be controlled by time clock and daylight sensors to operate from dusk to dawn.
- (5) The lighting control system shall provide the ability to lower light levels after on site events to limit lighting late at night, but still provide sufficient safety and security lighting.
- (6) Full cut-off luminaires shall minimize light trespass at the property boundary.

9.8 PEDESTRIAN BRIDGE

- (1) This area is a pedestrian link above Hempstead Turnpike between Sites A and B.
- (2) Low scale illumination shall provide a minimum of 0.5 foot-candles and maximum of 5 footcandles along the walking surface of the footbridge.
- (3) The walkway surface may be lit with a combination of light sources including, but not limited to, the following: illuminated handrails; low step lights; under bench lighting; low landscape lighting; illuminated bollards; or short pedestrian poles.
- (4) Walkway illumination shall be controlled by time clock and daylight sensors to operate from dusk to dawn.
- (5) To limit lighting late at night, a lighting control system shall provide the ability to lower light levels after events on Site A or after retail village shopping hours, but shall still provide sufficient safety and security lighting.
- (6) All lighting shall be lower than the landscaped screening on either side of the bridge walkway and shall be directed inwards, towards walking surfaces.

9.9 STRUCTURED PARKING

- (1) Structured parking garages shall be lit with surface or pendant mounted fixtures with 3000K color temperature.
- (2) Lighting levels shall not be less than 0.5 footcandles and shall not exceed 10 footcandles on parking and driving surfaces.
- (3) Entrance areas shall have increased illumination in the daytime not less than five times the average illumination for proper visual adjustment from/to full sunlight.
- (4) Luminaires shall be located inboard of the edge of above grade structured parking garages so as to minimize any light spillage beyond the building footprint.
- (5) A lighting control system shall be used to reduce entrance light levels at nighttime and overall light levels when structured parking garages are not in use.

SECTION 10 PARKING DESIGN GUIDELINES

The following Design Guidelines for parking have been prepared to establish criteria for the design of surface and structured parking garages.

10.1 GENERAL PARKING STANDARDS

- (1) For required minimum quantities of planned parking spaces, refer to Table II.
- (2) All lots shall be planned and designed as self-parking lots. The Developer may convert a portion of the parking lot to valet parking at their discretion. Where appropriate, valet parking zones may allow double stacking/tandem parking. Valet parking spots shall not count towards minimum quantities of planned parking spaces.
- (3) Accessible parking spaces and access aisles shall be provided in accordance with requirements of New York State Building Code and reference standards
- (4) Directional and Wayfinding signage in parking areas shall be provided as required by New York State Building Code. Signage above the minimum code requirements may be added at the discretion of the Developer to ensure ease of navigation and positive patron experience.
- (5) Where a walkway crosses a driveway or aisle, the driveway or aisle shall be clearly marked and signed to indicate the location of the walkway and to require vehicles to stop and/or yield for individuals using the walkway.

10.2 PARKING TYPOLOGIES

10.2.1 SURFACE PARKING

- (1) Surface parking lots shall be covered with a hard-top surface of cement concrete, bituminous concrete, asphalt, or pervious pavement, including all accessways and/or driveways from the street.
- (2) When a parking area abuts a residential district, a continuous screening wall, berm, fence, or row of plants 5'-0" minimum shall be provided along the perimeter.
- (3) A minimum of one tree shall be planted per 50 parking spaces.
- (4) A horizontal landscape island separating opposing parking rows shall be required every sixth parking bay. The width of such an island shall be a minimum of 3 feet.
- (5) Every parking bay that contains 20 or more parking spaces shall have a minimum of 3'-0" wide striping or landscape island at each end abutting driving isles.

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(6) Landscape islands maybe raised above or flush with surface of parking lot. Where curbs for landscape islands are less than 6 inches high then a stall can overhang an island by up to 18 inches.

10.2.2 STRUCTURED PARKING

- (1) Permitted uses for structured parking include accessory support, administrative spaces, mechanical spaces (occupied and unoccupied), assembly spaces, and accessory support and loading spaces for adjacent uses.
- (2) Above grade Structured Parking shall be permitted on Site A and Site B within the Building Envelope Boundary
- (3) Below grade Structured Parking shall be permitted on Site A and Site B outside of the Building Envelope Boundary.
- (4) Where structured parking is built above mean grade level, the maximum height of the last parking deck shall not exceed 60 feet.
- (5) Entrances to structured parking garages shall be permitted for use by all passenger vehicles, rideshare vehicles, local transport shuttles and service vehicles as needed.
- (6) Parking Garage entries and exits that cross pedestrian sidewalks shall include safety lighting and audio notification devices to alert pedestrians of on-coming traffic. Best practice methods shall be suggested by design professionals.
- (7) For each elevation of the Structured Parking facilities, a minimum of 40 percent of each exterior wall shall consist of screening materials which may include, but are not limited to, graphic or sculptural art, decorative screening or latticework, or living plant material.
- (8) For structured parking materials, refer to section 1.8 for Exterior Building Material requirements.

10.3 PARKING STALLS AND DRIVE AISLES

- (1) All driving aisles where parking is organized at an angle other than 90 degrees to the drive aisle shall be designated as one way traffic. 90 degree parking drive aisles may be designated as one or two way traffic driving aisles.
- (2) One-way traffic driving aisles shall be a minimum of 17'-0" wide. Two-way traffic driving aisles shall be a minimum of 23'-0" wide.
- (3) Compact, valet/assisted, and employee parking stalls shall be identified.

10.3.1 PARKING STALL DIMENSIONS

(1) Stall Width:

- a. Standard parking stalls shall measure minimum 8'-6" in width.
- b. Compact parking spaces are permitted to occupy up to 20% of required spaces and shall measure minimum 8'-0" in width. Spaces for compact cars shall be labeled "COMPACT ONLY".
- c. Employee parking spaces are permitted to occupy up to 5% of required spaces and shall measure minimum 8'-0" in width. Spaces for employee cars shall be labeled "EMPLOYEE ONLY".

(2) Stall Length:

- a. Standard and employee parking stall length for 90 degree parking shall measure minimum 18'-0".
- b. Compact parking stall length for 90 degree parking shall measure minimum 16'-0".
- c. The length of the stall in angled parking configurations is a function of the angle. Angled stall length shall comply with standards set forth in the Town of Hempstead BZO Chapter 319 "Accessory Parking".

10.4 LIGHTING

(1) Refer to Section 9 for Site Wide Lighting Requirements.

10.5 SIGNAGE

(1) Refer to Section 1.6 for Site Wide Signage Requirements.

II - LIST OF TABLES TABLE II: SUMMARY OF PROGRAM, BULK AND USE CONTROLS

SITE - A	Floor Area (SF) ²	Maximum Building Height (feet)	Approx. Parking (# spaces) 1	Minimum Loading (# spaces)	Open Space (Acres)
Arena	745,000	125		4	
Hotel	210,000	150		2	
Office	30,000	60		N/A	
Community Space	7,500 4	N/A]	N/A]
Retail	35,000	40		1	
SUB-TOTAL - A	1,027,500		440	7	2.00
SITE - B	Floor Area (SF) ²	Maximum Building Height (feet)	Approx. Parking (# spaces) 1	Minimum Loading (# spaces)	Open Space (Acres)
Retail	315,000	60 ³		2	
Community Space	2,500 ⁴	N/A		N/A	
SUB-TOTAL - B	317,500		1,500	2	3.75
TOTAL - A & B	1,345,000		1,940	9	5.75

Notes:

- (1) In addition to parking provided on Sites A and B, it is anticipated that NYAP, through a shared parking agreement among NYAP, the FOB, and NYRA, would utilize existing parking on the North, South, and East Lots (up to approximately 6,014 surface parking spaces).
- (2) Refer to Section 1.2 for exemptions from Floor Area calculation.
- (3) Refer to Figure III-4.3 for maximum building height of Site B Retail.
- (4) Community Space floor area can be distributed between Site A and Site B as needed. The total maximum Community Space area across the Proposed Development shall not exceed 10,000 square feet.

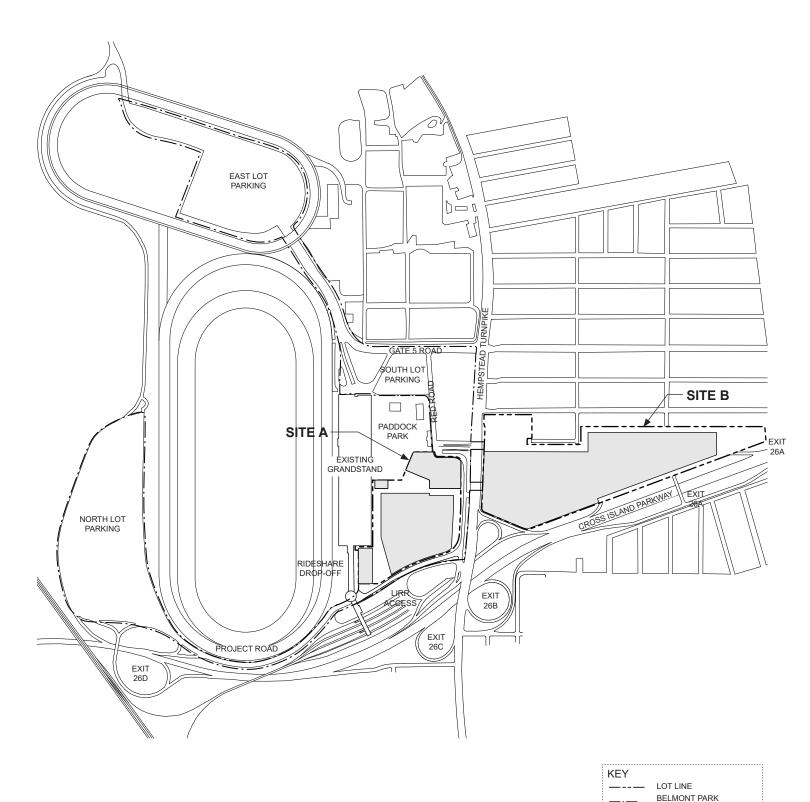


FIG. III-1 OVERALL PROJECT PLAN

IMPROVEMENT AREA
BUILDING ENVELOPE
BOUNDARY





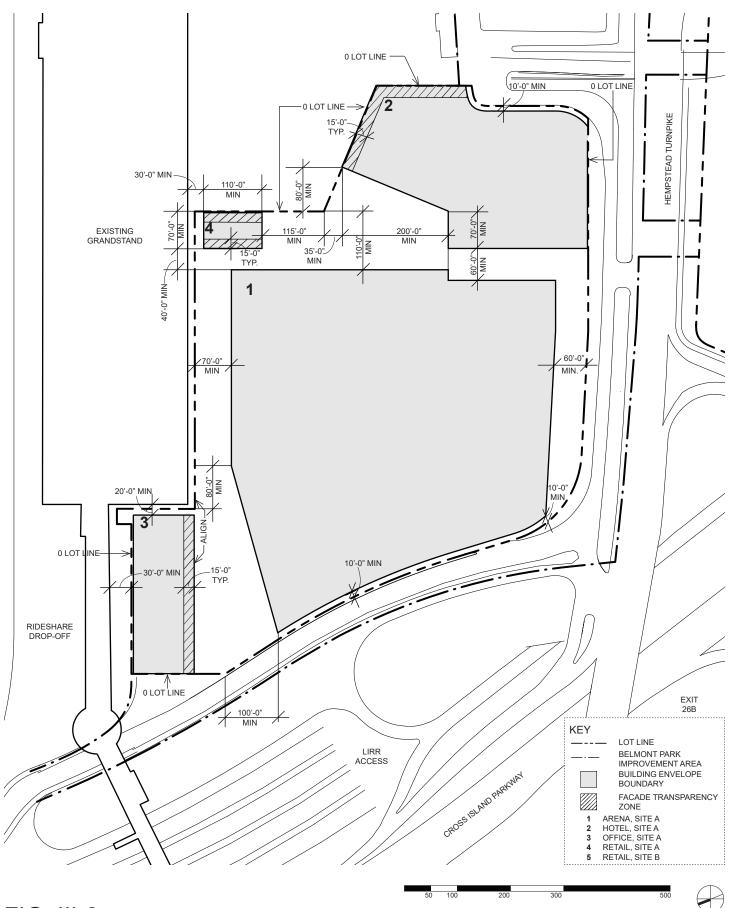


FIG. III-2 BUILDING ENVELOPE BOUNDARIES - SITE A

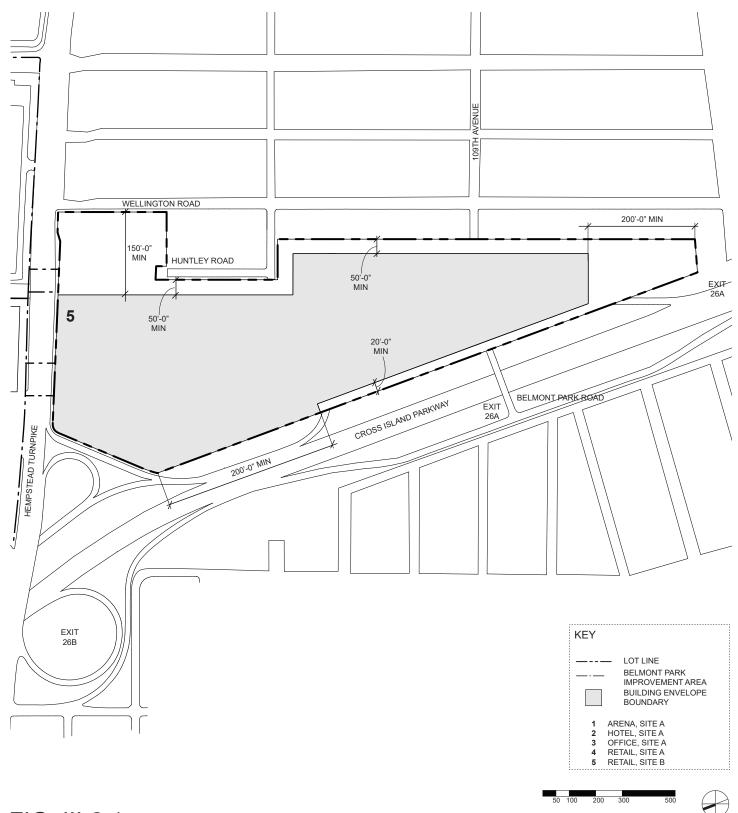
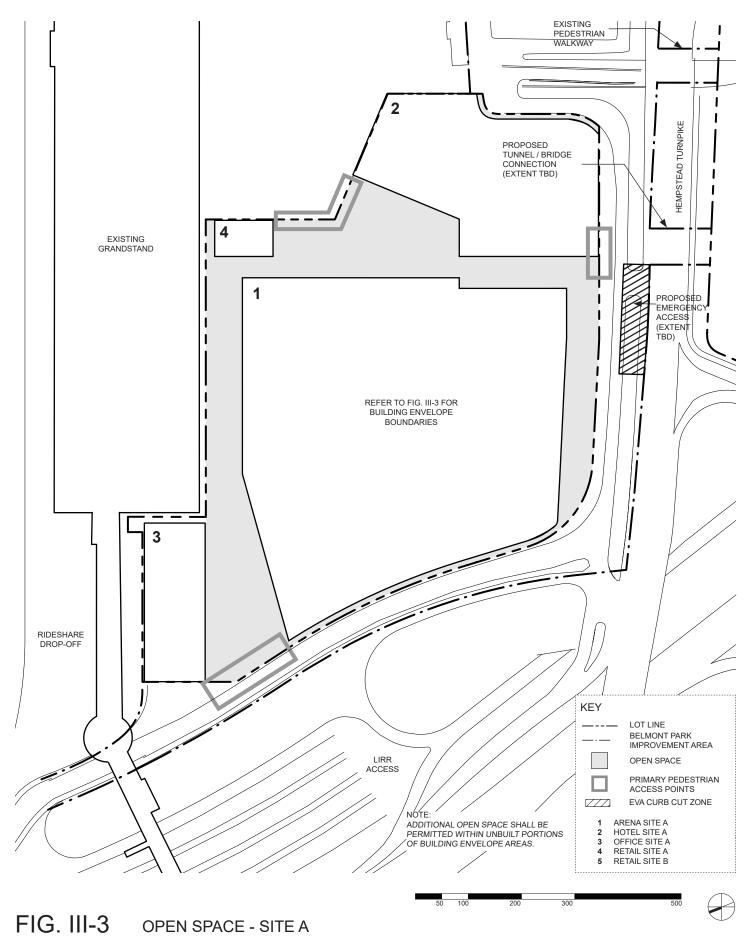


FIG. III-2.1 BUILDING ENVELOPE BOUNDARIES - SITE B





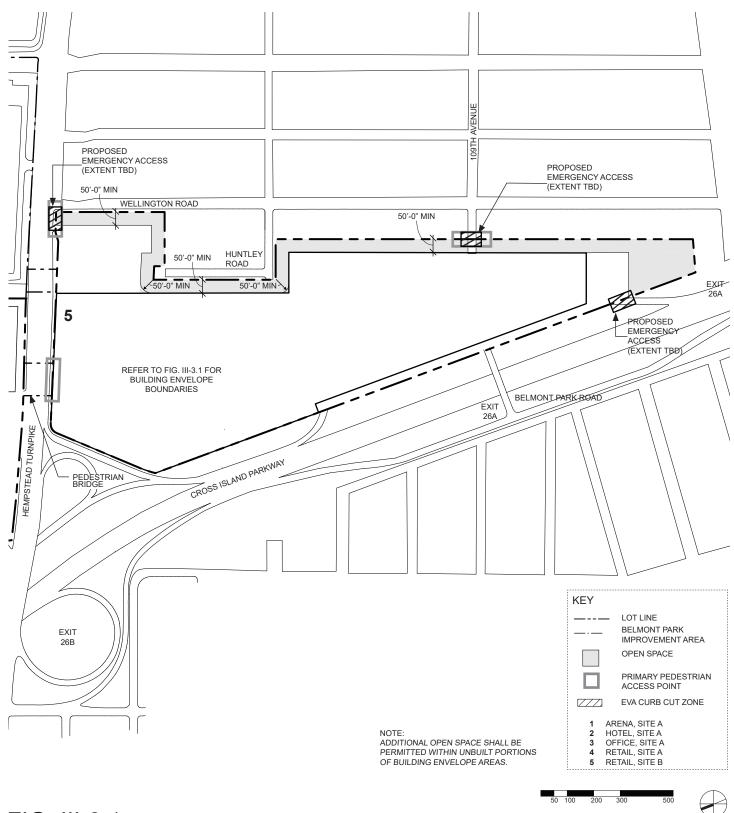
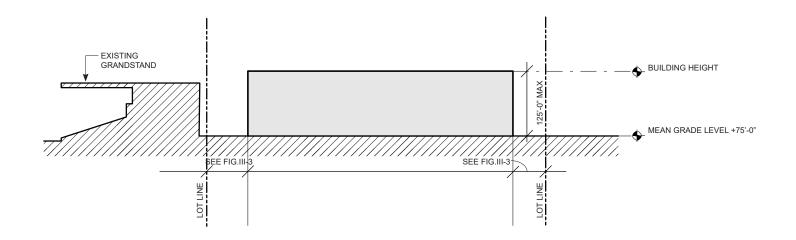


FIG. III-3.1 OPEN SPACE - SITE B





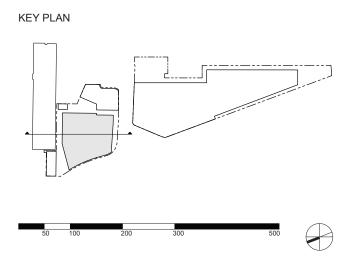
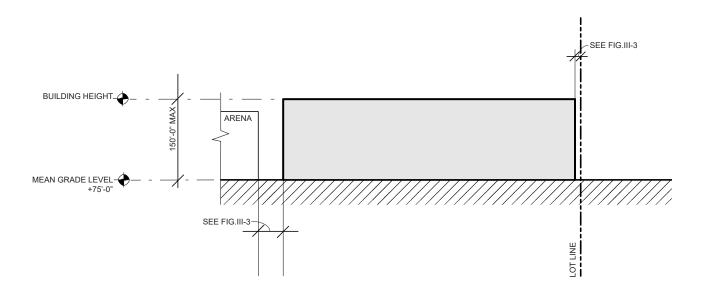


FIG. III-4 BUILDING HEIGHTS - ARENA







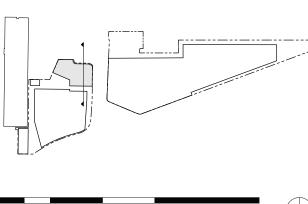
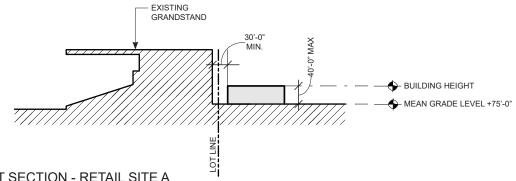
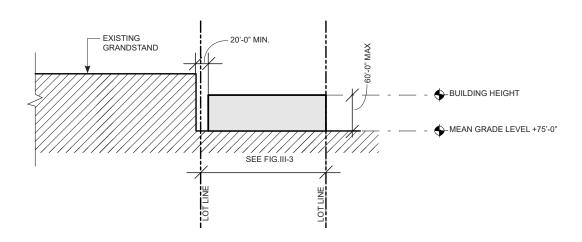


FIG. III-4.1 BUILDING HEIGHTS - HOTEL





III-4.2 (A) BUILDING HEIGHT SECTION - RETAIL SITE A



III-4.2 (B) BUILDING HEIGHT SECTION - OFFICE

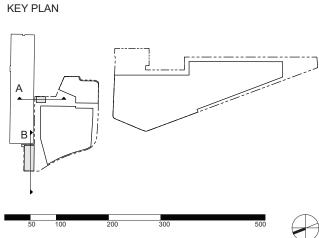
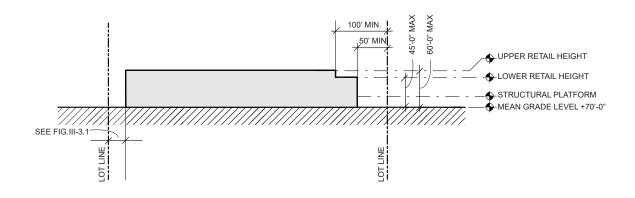


FIG. III-4.2 BUILDING HEIGHTS - RETAIL SITE A; OFFICE





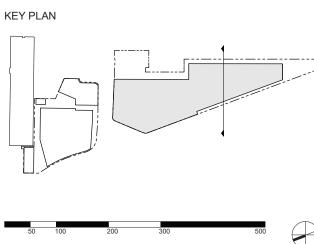
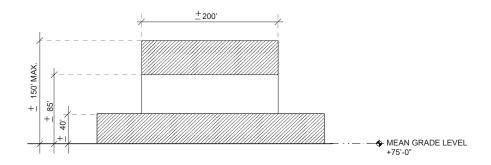
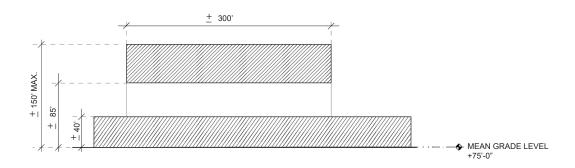


FIG. III-4.3 BUILDING HEIGHTS - RETAIL SITE B

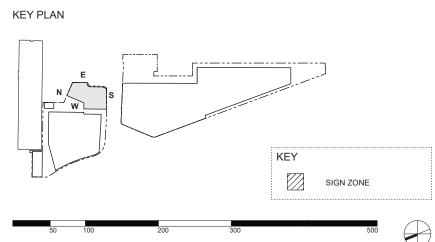




III-5 (A) NORTH ELEVATION, HOTEL



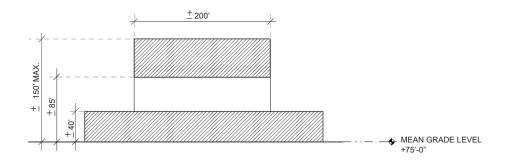
III-5 (B) EAST ELEVATION, HOTEL



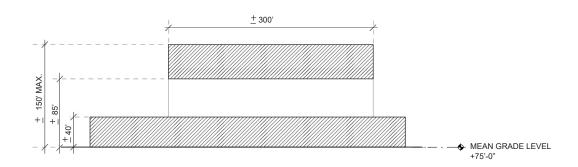
NOTE: REFER TO SECTION 1.6 AND INDIVIDUAL USE SECTIONS FOR SIZE OF SIGNAGE PERMITTED IN SIGNAGE ZONES.

FIG. III-5 BUILDING SIGNAGE - HOTEL, NORTH AND EAST

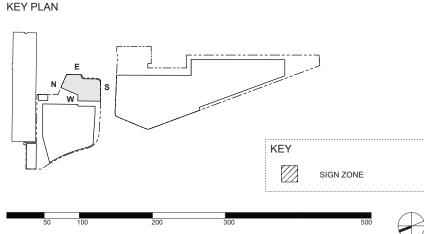




III-5.1 (C) SOUTH ELEVATION, HOTEL



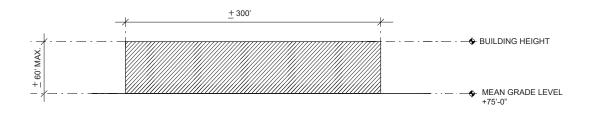
III-5.1 (D) WEST ELEVATION, HOTEL



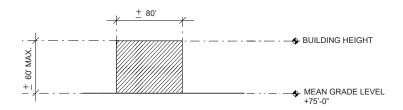
NOTE: REFER TO SECTION 1.6 AND INDIVIDUAL USE SECTIONS FOR SIZE OF SIGNAGE PERMITTED IN SIGNAGE ZONES.



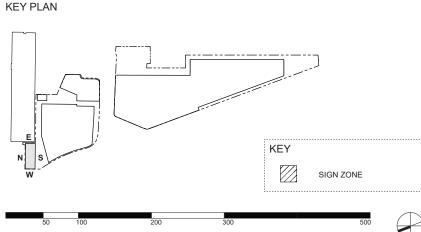




III-5.2 (A) NORTH / SOUTH ELEVATION, OFFICE



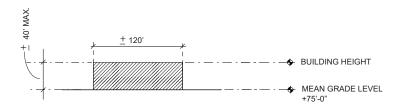
III-5.2 (B) EAST / WEST ELEVATION, OFFICE



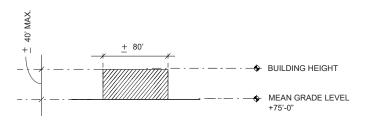
NOTE: REFER TO SECTION 1.6 AND INDIVIDUAL USE SECTIONS FOR SIZE OF SIGNAGE PERMITTED IN SIGNAGE ZONES.



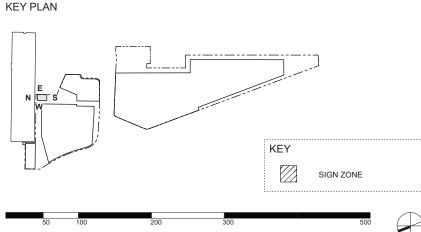




III-5.3 (A) NORTH / SOUTH ELEVATIONS, RETAIL SITE A



III-5.3 (B) EAST / WEST ELEVATIONS RETAIL SITE A



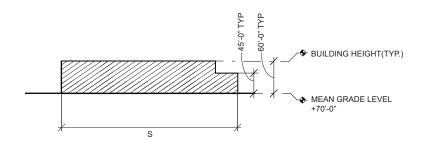
NOTE: REFER TO SECTION 1.6 AND INDIVIDUAL USE SECTIONS FOR SIZE OF SIGNAGE PERMITTED IN SIGNAGE ZONES.



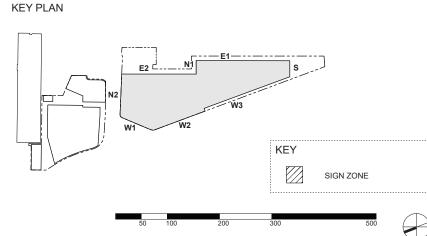




III-5.4 (A) NORTH ELEVATION, RETAIL SITE B



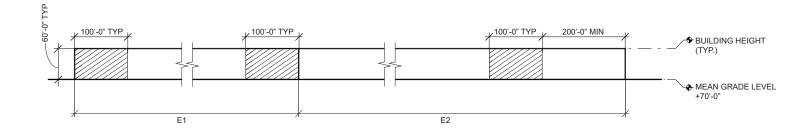
III-5.4 (B) SOUTH ELEVATION, RETAIL SITE B



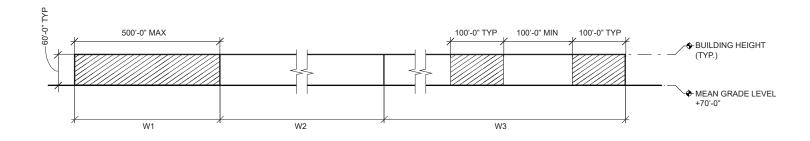
NOTE: REFER TO SECTION 1.6 AND INDIVIDUAL USE SECTIONS FOR SIZE OF SIGNAGE PERMITTED IN SIGNAGE ZONES.

 $FIG. \ III-5.4 \ \ \ \text{building signage-retail site B, north and south}$





III-5.5 (C) EAST ELEVATION, RETAIL SITE B



III-5.5 (D) WEST ELEVATION, RETAIL SITE B

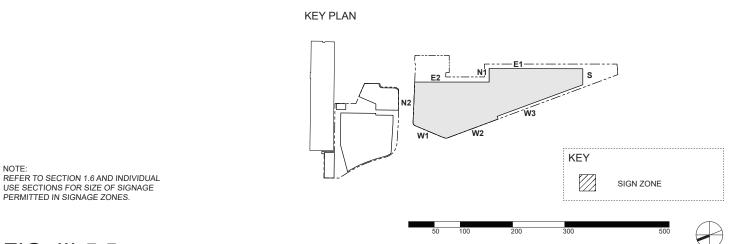
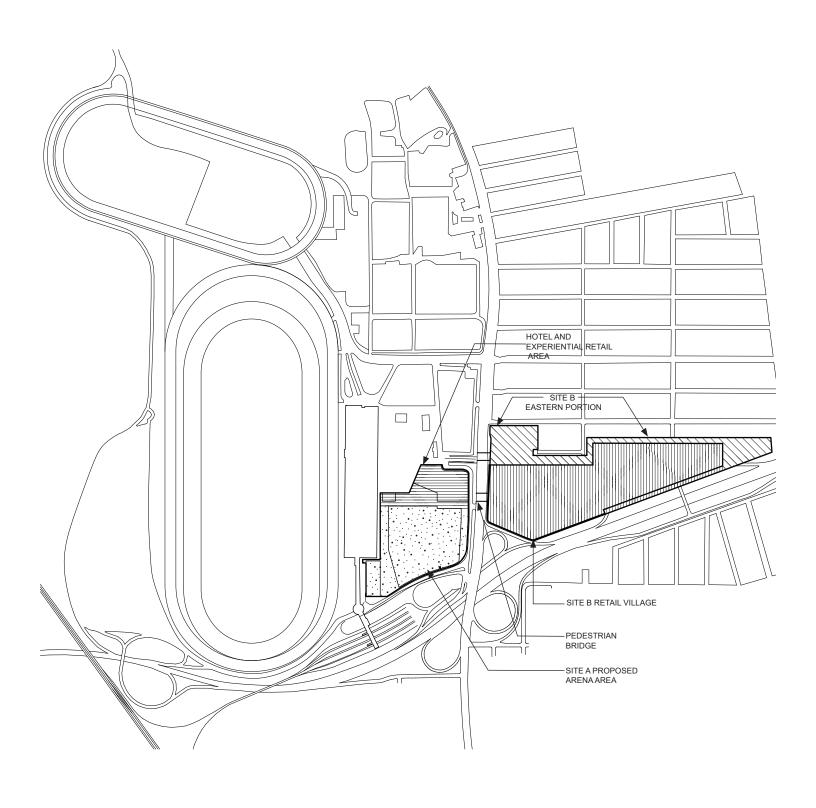


FIG. III-5.5 BUILDING SIGNAGE - RETAIL SITE B, EAST AND WEST













Belmont Park Redevelopment Project
Transportation
Management Plan
DRAFT June 2019

Contents

1	General Introduction	. 1
2	TMP Stakeholders	. 2
3	Acronyms and Definitions	. 5
	t of Figures ure 1 – TMP Sections	. 1
	t of Tables ble 1 – TMP Operational Management Roles and Responsibilities	2

1 General Introduction

As identified in the Belmont Park Redevelopment Project Draft Environmental Impact Statement and further refined in the Final Environmental Impact Statement (the "DEIS" and "FEIS, respectively"), implementation of a comprehensive Transportation Management Plan (TMP) is essential to operate the proposed arena, hotel, and retail village ("the "Project"). The TMP is comprised of three separate documents but acts as the overarching transportation plan for the Project (as described in the DEIS and FEIS).

As noted in **Figure 1**, each section of the TMP has a specific set of criteria and issues that are being examined with specific results as a goal.

The **Demand Management Strategies** includes strategies to optimize the flow of vehicular traffic, parking, shuttles, and transit operations for all those patrons coming to the Project. The goal of the Demand Management Strategies is to mitigate the proposed project's impacts to the transportation system as much as possible, principally by reducing the number of peak hour vehicle trips to the Project.

The **Monitoring Plan** is a set of stated protocols for regularly monitoring traffic conditions and patrons' travel patterns to determine the effectiveness of each strategy.

The **Operations Plan** examines the internal operations of vehicles, pedestrians, shuttle buses, transit services, and rideshare vehicles within the Project, and establishes traffic management plans and staff deployment that will be required to support Project operations.

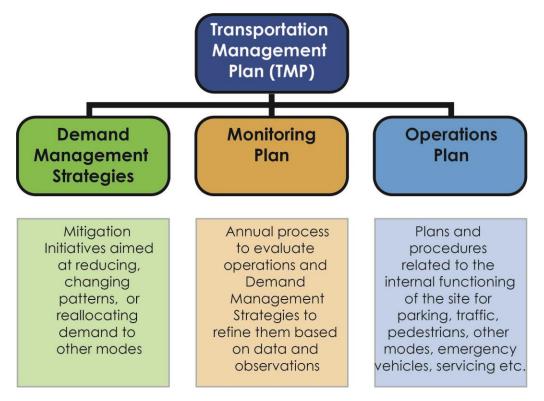


Figure 1 - TMP Sections

Page 1 | Belmont Park Redevelopment Project – Draft Transportation Management Plan

2 TMP Stakeholders

The implementation and maintenance of the TMP inherently requires a regional approach and the active participation and coordination among public agencies and private partners. Therefore, this plan is built on a formal delineation and organizational structure with clear roles and responsibilities. Overall, New York Arena Partners (NYAP) as the developer/operator of the Project will appoint a full-time transportation manager to lead and manage the TMP. This manager will oversee the operational management as set forth in the Operations Plan, and will be responsible for coordination with transportation agencies, public safety organizations, parking and internal and external shuttle bus operators, community groups, rideshare operators, and signage providers, to ensure that transportation operations are consistent with the vision set forth in this TMP.

Table 1 summarizes the anticipated delineation of participating entities and an initial description of their key responsibilities as part of the TMP. During the construction period of the Project, these parties will be involved in further refining the Demand Management Strategies so that they are in place and operational in time for the arena's opening day. This will include the process and protocol for executing the Monitoring Plan to determine the effectiveness of the Demand Management Strategies and updating them as appropriate.

Table 1 – TMP Operational Management Roles and Responsibilities

Agency or Entity	Roles and Responsibilities	Area of Support					
Developer/Operator	Developer/Operator						
New York Belmont Development Partners, LLC/New York Arena Partners, LLC (NYAP)	NYAP is the Project developer/operation and has will appoint and employ the full time Transportation Manager and administrative support to run the Demand Management Strategies Plan, the Monitoring Plan, and the Operations Plan. Direct responsibility for on-site parking management, internal circulation, pedestrian crossings, vehicular and pedestrian safety, and management of freight and truck deliveries.	All.					
The New York Racing Association, Inc. (NYRA)	NYRA, as operator of the larger Belmont Park horse racing facility, will participate in the implementation of on-site circulation and parking management. NYRA will also work with NYAP directly in terms of coordinated event planning to avoid or minimize conflicts of potential concurrent activities.	Events scheduling, onsite circulation and parking.					
New York State							

Empire State Development (ESD)	ESD is responsible for ensuring that commitments made in the TMP are fulfilled.	Review NYAP monitoring reports.
Office of General Services (OGS)	OGS is the state's land management division responsible for ensuring adherence to applicable regulations.	Building permits and compliance.
Franchise Oversight Board (FOB)	FOB is the state agency that has jurisdictional ownership of Belmont Park on behalf of New York State.	Facilitation of Demand Management Strategy elements requiring use of Belmont Park lands and facilities.
New York State Department of Transportation (NYSDOT)	NYSDOT has jurisdictional responsibility for Hempstead Turnpike (NYS Route 24) as well as key regional highways and arterials.	Traffic operations, signage and wayfinding, event communications, evaluation and review.
Department of Homeland Security Emergency Services (DHS)	DHS will participate in event traffic management, incident management, overall safety and security.	Public safety, emergency evacuation protocols, evaluation and review.
New York State Office of Parks, Recreation and Historic Preservation (OPRHP)	OPRHP would coordinate and facilitate potential use of existing state park facilities as off-site park and rides with shuttle buses or carpooling.	Implementing external shuttle buses using state parks as off-site base.
MTA Long Island Rail Road (LIRR)	The LIRR provides the current level of rail passenger service to Belmont Park and as proposed in the FEIS. The LIRR is also expected to build and operate new LIRR Elmont Station with full time service for existing residents, Belmont Park patrons, and future arena, hotel, and retail village patrons. Existing LIRR Belmont Park Station remains in operation.	Public transit, event communications, signage and wayfinding, evaluation and review.
MTA Bus Company and MTA New York City Transit	The MTA provides bus service to Belmont Park during the racing meets. This could be expanded as part of the TMP.	Public transit, signage and wayfinding, event communications, evaluation and review.
Nassau County		
Nassau County Police Department and Emergency Ambulance Bureau (NCPD)	NCPD provides police and safety protection to the Belmont Park site as well as area-wide policing, traffic management, and emergency services.	Command structure, roadway network, evacuation planning, evaluation and review.
Nassau County Department of Public Works (NCDPW)	The NCDPW operates and maintains certain roadways and traffic signals near Belmont Park, and has county-wide jurisdiction for: -Traffic Engineering	Roadway network, event communication, signage and wayfinding, transportation demand management,

Page 3 | Belmont Park Redevelopment Project – Draft Transportation Management Plan

	-Traffic Management -Traffic Signal Operations	evaluation and review, public transit, traffic operations, evacuation planning.
Nassau Inter-County Express (NICE)	NICE provides bus service to Belmont Park via Hempstead Turnpike.	Public transit, signage and wayfinding, event communications, evaluation and review.
Town of Hempstead		
Town Highway Department	Jurisdiction over local streets.	Participate in Monitoring plan with focus on off- street parking on local streets.
Elmont Fire	The EFD provides emergency fire services	Evacuation planning,
Department (EFD)	in the area occupied by Belmont Park.	evaluation and review.
Village of Floral Park		
Floral Park Fire Department (FPFD)	The FPFD provides emergency fire services in the area occupied by Belmont Park.	Evacuation planning, evaluation and review.
Floral Park Police Department (FPPD)	FPPD would help implement traffic management strategies on the roadways within the Town of Floral Park	Traffic operations, evaluation and review.
New York City		
New York City Department of Transportation (NYCDOT)	NYCDOT is responsible for the operation and maintenance of the Cross Island Parkway (CIP) as well as the local road and highway network to the west of the County/City boundary at Belmont Park.	Traffic operations, signage and wayfinding, event communications, evaluation and review.
New York City Police Department (NYPD)	NYPD provides police and safety protection along highways, streets and communities to the west of Belmont Park.	Traffic operations and deployment of Traffic Enforcement Agents (TEAs), signage and wayfinding, event communications, evaluation and review.
Private Transportation F	Parties Parties	
Shuttle/Charter Buses	Bus operators would provide event based services to specific destinations, transit hubs, remote park and ride facilities.	Alternative modes delivery.
Taxi/Ridesharing Partners	Integrated circulation management through designated zones.	Incentives for increased vehicle occupancy.
Navigation App Providers (i.e, Waze and Google Maps)	Integrated applications for regional and site/event-specific travel.	Roadway network, event communications and wayfinding, travel routing that avoids or precludes sensitive local streets.

Page 4 | Belmont Park Redevelopment Project – Draft Transportation Management Plan

3 Acronyms and Definitions

Agencies and Entities:

NYAP - New York Arena Partners

NYRA - New York Racing Association

ESD - Empire State Development

OGS - Office of General Services

FOB - Franchise Oversight Board

NYSDOT – New York State Department of Transportation

DHS - Department of Homeland Security Emergency Services

OPRHP - New York State Office of Parks, Recreation, and Historic Preservation

MTA – Metropolitan Transportation Authority

LIRR - MTA Long Island Rail Road

NCPD – Nassau County Police Department and Emergency Ambulance Bureau

NCDPW - Nassau County Department of Public Works

NICE - Nassau Inter-County Express

EFD- Elmont Fire Department

FPFD – Floral Park Fire Department

FPPD – Floral Park Police Department

NYCDOT – New York City Department of Transportation

NYPD - New York City Police

<u>Location or Technical Terms used in the TMP:</u>

ADA - Americans with Disabilities Act

AVO - Average Vehicle Occupancy (persons per vehicle)

CIP – Cross Island Parkway

DEIS – Draft Environmental Impact Statement

FEIS – Final Environmental Impact Statement

GPP - General Project Plan

TDM - Travel Demand Management

TMP – Transportation Management Plan

TOC – Transportation Operations Center

VMS – Variable Message Sign

BUS SERVICES:

- Transit Buses public transit bus based services.
- Internal Shuttles internal buses operating within Belmont Park for Sites A and B only.
- External Shuttles 1) to and from remote parking locations (patrons drive to a remote parking location and take the shuttle bus to Project), 2) to and from LIRR Rockville Centre (i.e., patrons on the Babylon Branch take a train to Rockville Centre and then the shuttle bus to Project), 3) to and from Jamaica station (i.e., patrons connect from other transit options at Jamaica to shuttle bus to Project).
- Coach Buses buses that will go to the retail village.
- Charter Buses buses that groups can hire to bring them to an arena event.
- LIRR Elmont Station Shuttle Shuttle connecting new LIRR Elmont Station to Site A. The LIRR shuttle will be operated by NYAP.

Transportation Management Plan

Section 1: Demand Management Strategies DRAFT June 2019

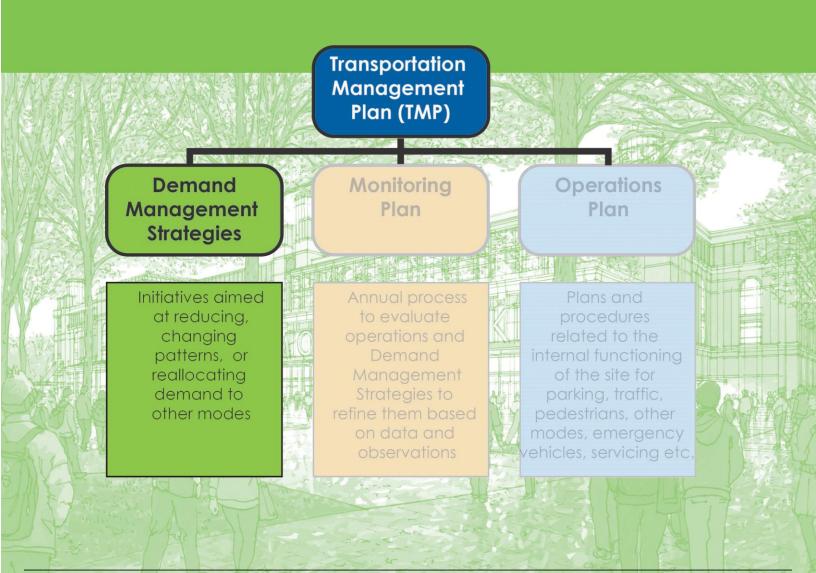


Table of Contents

1	Exe	ecutive Summary	1
2	Red	duce Background Pre-Event Peak Hour Traffic on the Cross Island Parkway	4
	2.1	Baseline Conditions and Demand Management Strategies Opportunity	4
	2.2	Successful Precedents	6
	2.3	Demand Management Strategies for the Project	8
	2.4	Anticipated Effectiveness	11
3	Inc 12	rease Vehicle Occupancy by Encouraging Carpooling and Pooled Rideshar	ing
	3.1	Baseline Conditions and Demand Management Strategies Opportunity	12
	3.2	Successful Precedents	12
	3.2	.1 Other Implementations	12
	3.3	Demand Management Strategies for the Project	13
	3.4	Anticipated Effectiveness	14
4	Red	duce Peak Hour Auto Trips by Changing Arrival Patterns	15
	4.1	Baseline Conditions and Demand Management Strategies Opportunity	15
	4.2	Successful Precedent	15
	4.3	Demand Management Strategies for the Project	15
	4.4	Anticipated Effectiveness	16
5	Shi	ft Project Generated Auto Trips to Rail or Bus	17
	5.1	Baseline Conditions and Demand Management Strategies Opportunity	17
	5.2	Successful Precedents	18
	5.2	.1 Other Implementations	18
	5.3	Demand Management Strategies for the Project	19
	5.4	Anticipated Effectiveness	24
6 Pe		nage and Customize Travel Routes for Project-Generated Auto Trips to Redu ongestion	
	6.1	Baseline Condition and Demand Management Strategies Opportunity	26
	6.2	Successful Precedents	26
	6.3	Demand Management Strategies for the Project	26
	6.4	Anticipated Effectiveness	28
7	Ov	erall Effectiveness of Demand Management Strategies	29

Page i | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

7.1	Interim Conditions Before LIRR Elmont Station Completion	31
7.2	Other Factors Influencing Demand Management Strategies	33
7.2	.1 Actual Attendance Data	33
7.2	2 Operational Improvements	34
8 Imp	plementing and Monitoring the Demand Management Strategies	34
List of	f Figures	
	1 – Destinations of Northbound CIP Travelers	
-	2 – Destinations of Southbound CIP Travelers	
_	3 – NJ Turnpike Eastern and Western Spurs4 – NJ Turnpike Volumes	
_	5 – Potential Alternate Route Path Eastward via the Meadowbrook State	Parkway
-	6 – Example of possible wayfinding information on VMS signs for travelers	from the
Figure 7	7 – Stations and Lines with Potential One-Seat Access to new LIRR Elmont	
Figure 9	8 – External shuttles from LIRR Jamaica, Rockville Centre, and Mineola Sta 9 – Potential Shuttle Bus Route from Valley Stream State Park and Rockville	itions . 23 e Centre
Figure figure	10 – Social Media and App examples 11 – Sample Trip Origins with Flexibility to Use Either the CIP Northbound or ound	26
List of	f Tables	
	– Projected Weekday Evening Peak Hour Traffic and Unmet Demand FEIS	
Table 2 Table 3	2 – Anticipated Effectiveness of Background Traffic using Alternate Routes 3 – Anticipated Effectiveness of Measures to Increase Vehicle Occupancy 4 – Combined Effects of Increased Vehicle Occupancy and Early Arrival	11 / 14
Table 5	5 - Projected Weeknight Trips with Carpooling, Early Arrival, and Mode Shif gies	†
Table 6	5 – Projected Weeknight and Weekend Event Trip Patterns with Carpooling and Mode Shift Strategies	g, Early
Table 7 Table 8	7 – Cross Island Parkway Unmet Demand with Mitigation Strategies B – Projected Interim Conditions Travel Patterns	31 32
	P – Cross Island Parkway Unmet Demand with Mitigation Strategies – Interio	
Conditi	ion (No WB Service at Elmont Station)	33

Page ii | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

1 Executive Summary

This document describes Demand Management Strategies for the Belmont Park Redevelopment Project (the "Project"), which are part of the overall Transportation Management Plan (TMP). It includes strategies that can alter and/or reduce existing and future auto trips by changing patterns of trip-making or by switching to alternate modes of transportation. The goal of these strategies is to mitigate Project traffic impacts to the extent practicable principally by reducing the number of vehicle trips on the Cross Island Parkway (CIP) during the worst case evening peak hour leading up to a hockey game—6:30 to 7:30 PM on weekdays and 6:00 to 7:00 PM on Saturdays—as studied in the Final Environmental Impact Statement (FEIS).

The need for Demand Management Strategies was established in the Draft Environmental Impact Statement (DEIS) which identified potential significant adverse traffic impacts on the CIP during the worst-case pre-event peak hours, when vehicular demand is projected to exceed the highway capacity necessary to avoid delays and congestion, resulting in "unmet demand." Unmet demand is the amount of traffic that exceeds capacity, which creates delay and congestion. Each of the Demand Management Strategies contained herein is intended to influence distinct and often small changes in travel patterns (while avoiding local streets) which, in combination, are predicted to result in a measurable reduction in unmet demand and improve throughput on the CIP. The strategies described herein are based in large part on strategies implemented at other arenas and stadium management plan case studies that have achieved traffic reductions as a result of these strategies. It is noted that maps and figures are for illustrative purposes only.

The proposed Demand Management Strategies for the Project include the following elements:

- 1. Reduce background (non-event) traffic demand on the CIP
 - Re-route some background traffic away from the CIP to other limited access facilities (e.g., Meadowbrook State Parkway, Wantagh State Parkway), by making drivers aware of projected event-day congestion on the CIP
- 2. Increase Vehicle Occupancy by Encouraging Carpooling and Pooled Ridesharing
 - Use parking permits for premium lots to encourage carpooling, increasing the average vehicle occupancy and reducing vehicular demand
 - Encourage pooled ridesharing to increase the vehicle occupancy for shared ride vehicles
- 3. Reduce project-generated auto trips in the peak hour by changing travel patterns
 - Provide parking, dining, shopping, and entertainment incentives to encourage patrons to arrive early, before the projected pre-event peak hour
- 4. Shift project-generated auto trips to rail or bus trips
 - Provide transit incentives to increase rail and bus trips to the Project
 - Make use of the new LIRR Elmont Station to provide more frequent and direct access to the Project and provide daytime parking options for LIRR commuters attending weeknight events

Page 1 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

- Following the opening of the Project, there would be an interim period during which the new LIRR Elmont Station's eastbound platform would be operational, but the westbound platform would not. During this interim period, a combination of shuttle buses, park-and-ride, the existing LIRR Belmont Park station, and the eastbound platform of the new station would provide patrons with transit access to the Project.
- Provide off-site parking options and connecting shuttle bus service, from locations such as LIRR stations not on the Main Line, state parks, or other large facilities with available parking in the evening.
- Provide shuttle bus service from locations in Jamaica to connect to other transit services (e.g., the E, F, J, and Z lines of the New York City Subway)
- o Provide incentives for large groups to arrive on the Project via charter buses
- 5. Manage and customize travel routes to balance traffic volumes to available capacity
 - Use custom navigation apps like Waze to provide customized directions from individual travel origins to each parking lot and direct project-generated auto trips to approach the site using the least congested direction of the CIP.
 - Use custom navigation platforms to identify local streets as unavailable to through traffic during pre- and post-event periods to discourage local street re-routings.

In combination, these strategies are expected to reduce the auto mode share from 83 percent as estimated in the FEIS unmitigated condition to 48 percent in the mitigated condition. This represents a reduction from 3,671 to 1,772 peak hour vehicle trips for a weeknight sold-out hockey game. While the FEIS analyses were based on a sold-out event, it is noted that typical or average attendance levels tend to be lower, and therefore, the impacts identified in the traffic analysis are believed to be conservative. A customized combination of strategies will be implemented on event days based on the event type and expected attendance.

As shown in Table 1, these Demand Management Strategies are projected to significantly reduce the unmet demand on the northbound CIP from 1,230 vehicles in the FEIS unmitigated condition to 186 vehicles in the FEIS mitigated condition, and on the southbound CIP from 1,604 vehicles in the FEIS unmitigated condition to 208 vehicles in the FEIS mitigated condition. In the interim condition, the FEIS mitigation condition would include an unmet demand of 337 vehicles on the CIP northbound and 336 vehicles on the CIP southbound.

Table 1– Projected Weekday Evening Peak Hour Traffic and Unmet Demand FEIS Unmitigated and Mitigated Condition

	FEIS Unmitigated	FEIS Mitigated				
Weeknight Pre-Event Mitigation Summary						
Event-Generated Peak Hour Demand	3,671	1,772				
CIP No Action Background Demand (NB)	4,346	3,911				
CIP No Action Background Demand (SB)	4,396	4,176				
CIP Computed Unmet Demand (NB)	1,230	186				
CIP Computed Unmet Demand (SB)	1,604	208				
CIP – Interim Computed Unmet Demand (NB)	-	337				
CIP – Interim Computed Unmet Demand (SB)	-	336				

Note: NB = Northbound, SB = Southbound

In summary, these strategies are expected to measurably reduce unmet demand and projected congestion on the CIP. The effectiveness of these Demand Management Strategies will be measured in an ongoing monitoring program after the opening of the new arena in coordination with regional agencies. This will allow the New York Arena Partners (NYAP), in consultation with the stakeholders identified in the Operations Plan, to adjust the mix of strategies. The mix of mitigation options is therefore expected to be refined based on actual experience and data, with the goal of meeting or exceeding the overall vehicular demand reduction described in this document.

As noted above, and described in detail below, other stadiums and arenas have successfully employed a number of these strategies to reduce traffic congestion, including sports venues in the New York Metropolitan Area.

- The travel demand at the Meadowlands Sports Complex in East Rutherford, NJ was reduced by several thousand vehicles per event, and the vehicle occupancy increased by 14 percent from 2.59 to 2.96 persons per vehicle, after the New York Jets and Giants introduced a parking permit system to control demand.
- The transit share at Shea Stadium (before the opening of Citi Field) in Queens increased from 26 percent to 46 percent due to a combination of event Demand Management Strategies similar to what is described in this document.
- The transit share at the Prudential Center in downtown Newark, NJ increased from 21 percent to 42 percent due to a combination of event Demand Management Strategies similar to what is described in this document.

Page 3 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

2 Reduce Background Pre-Event Peak Hour Traffic on the Cross Island Parkway

2.1 Baseline Conditions and Demand Management Strategies Opportunity

The north-south section of the CIP adjacent to Belmont Park is an important link in the regional highway network. One of the functions of the CIP is to distribute traffic between the primary east-west highways that connect Long Island with New York City and beyond, which include the Southern State Parkway, Belt Parkway, Grand Central Parkway, Northern State Parkway, and the Long Island Expressway (I-495).

However, the CIP is not the only north-south link serving this function. Other north-south options in the regional highway network include the Brooklyn-Queens Expressway (I-278), Van Wyck Expressway (I-678), Meadowbrook State Parkway, Wantagh State Parkway, and Seaford-Oyster Bay Expressway (NYS Route 135).

A goal of the Demand Management Strategies is to identify opportunities to alert drivers who are not attending events at the arena ("background traffic") about likely event-generated congestion and delays on the CIP in the vicinity of the Project. By alerting drivers about event related congestion, they will be able to choose other less congested routes in the regional highway system that could reduce their overall travel time even if it is not the most direct route typically available on the CIP. The Federal Highway Administration's (FHWA) Managing Travel for Planned Special Events report notes that one of the major differences between background traffic and attendee traffic is that the travel patterns of background traffic may be more flexible than those of event traffic. As a result, background traffic may be more suited to re-routing to other highways and making alternative choices to avoid travel at the time and near the location of the event. Regional signage, media and highway radio, and navigation apps will be used to make drivers aware of alternative less congested limited access routes (see Section 2.3).

Origin and destination data of background traffic on affected sections of the CIP were obtained through StreetLight Data, a provider of cell phone-based travel pattern data. These data were used to identify the origins and destinations of background traffic on the CIP, particularly longer-distance trips, reflecting those trips that could be reasonably re-routed via other limited access routes. Figure 1 shows the destination of cellular devices (trips) that traveled on the northbound CIP during the weeknight evening peak period. As shown in Figure 1, approximately 27 percent of all weeknight evening peak period trips on the northbound CIP were traveling to destinations that could be accessed by other north-south highway routes. These trips were destined for locations in

Page 4 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

¹ The origin-destination data are based on location data from smartphone devices. The StreetLight platform aggregates these data and allows for an understanding of regional origin-destination patterns.

eastern Long Island (5 percent), western Queens (12 percent), Manhattan, the Bronx, or New Jersey (10 percent). Some of these trips could be re-routed from the CIP to other north-south routes, including the Brooklyn-Queens Expressway, Van Wyck Expressway, Meadowbrook State Parkway, and/or the Wantagh State Parkway.

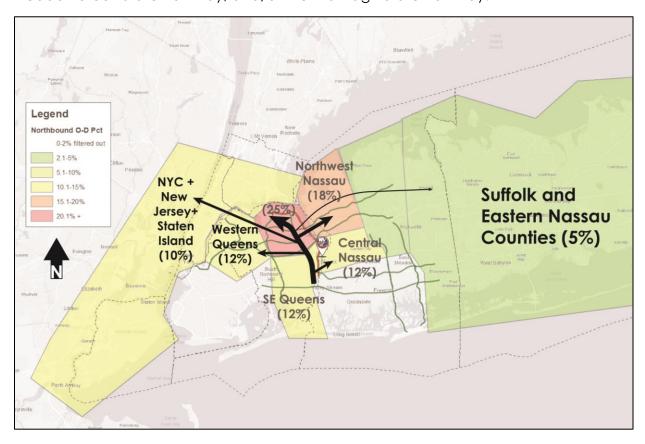


Figure 1 - Destinations of Northbound CIP Travelers

Similarly, for weeknight evening trips on the southbound CIP, nearly 24 percent were destined for locations that can be re-routed to other limited access highways (see Figure 2). This includes destinations in Brooklyn (9 percent), southern Nassau County near the Meadowbrook State and Wantagh State Parkways (12 percent), and Suffolk and Eastern Nassau Counties (3 percent). Up to 27 percent of trips using the northbound CIP and 24 percent of trips using the southbound CIP could be re-routed to other highways. While only a portion of those trips may actually re-route, the goal is to capture only a small share of potential trips that can be re-routed, using the methods identified in Section 2.3.

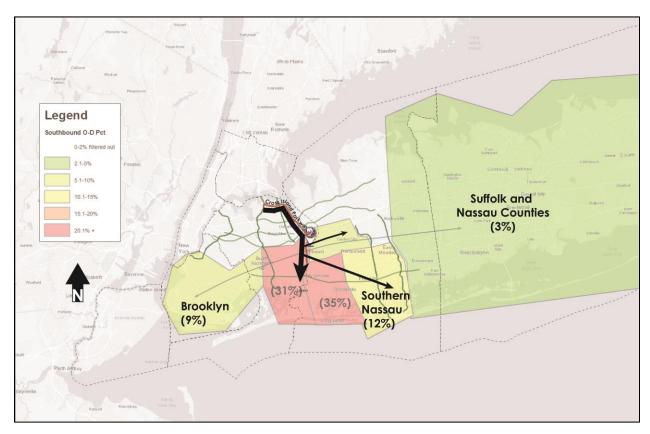


Figure 2 – Destinations of Southbound CIP Travelers

2.2 Successful Precedents

Providing early and real time information to make drivers aware of alternative choices is a well-established Demand Management Strategy routinely utilized for special events and highway construction projects.

One successful example of the use of background traffic re-routing is the experience with MetLife Stadium in East Rutherford, NJ, the home of the New York Jets and Giants. The MetLife Sports Complex is directly served by the Western Spur of the New Jersey Turnpike while the Eastern Spur provides a bypass route for regional through traffic (see Figure 3). Using event-specific variable message signage and other media and information distribution, historical data from recent seasons demonstrate that substantial numbers of drivers re-route to the Eastern Spur and thus away from the Western Spur, which experiences higher traffic volumes on MetLife Stadium event days than non-event days.

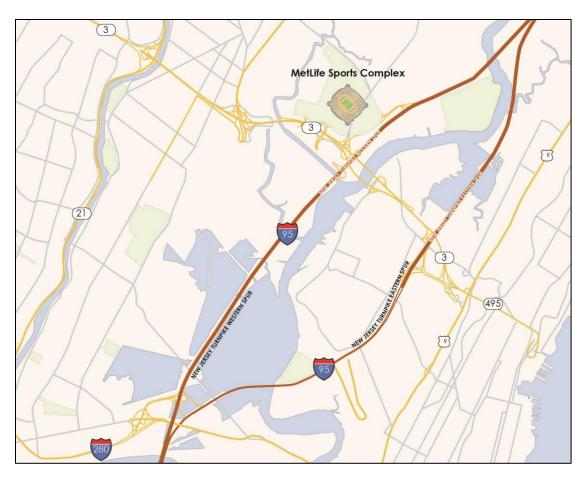


Figure 3 - NJ Turnpike Eastern and Western Spurs

Figure 4 shows 2015 event and non-event period traffic demand at a toll plaza on the NJ Turnpike Eastern Spur (which does not serve the MetLife Stadium Sports Complex but does provide an alternative route for background traffic). These data show how traffic was re-routed away from the stadium and Western Spur. As shown in Figure 4, the non-event period 1PM demand at this location is approximately 1,500 vehicles in the peak hour. During an event period, the demand at 1PM at this toll plaza was nearly 1,000 vehicles higher – approximately 2,500 vehicles in the peak hour. These traffic volume data shown in Figure 4 demonstrate how travelers follow suggested re-routings from Variable Message Signs (VMSs) such as taking the Eastern Spur rather than the Western Spur to avoid event day traffic to the MetLife Stadium area.

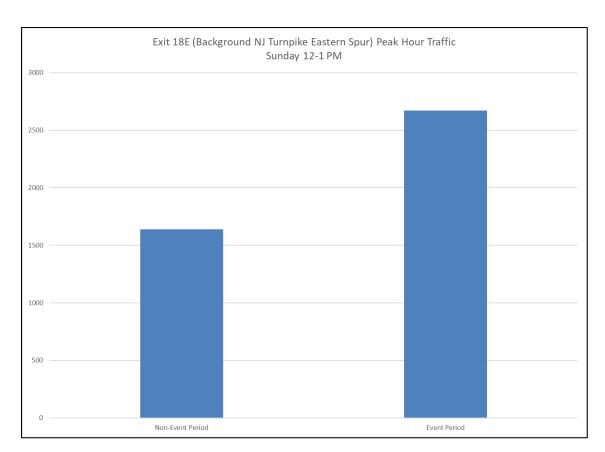


Figure 4 - NJ Turnpike Volumes

2.3 Demand Management Strategies for the Project

Background traffic re-routing would be implemented using a combination of signage, travel apps, media and highway advisory radio. As noted above, the goal is to identify regional trips that have a highway alternative to the CIP. Initially it is anticipated that signage would direct trips to the Meadowbrook State Parkway and/or Wantagh State Parkway as alternatives to the CIP. This would result in a reduction of background traffic volumes by re-routing some trips from the CIP to these other parkways, which are not likely to be directly impacted by event traffic.

This demand management strategy is not expected to cause trips to re-route to local routes in the vicinity of the arena because the available signalized north-south roads (e.g., Franklin Avenue) near the Project do not provide travel time savings over limited access highways, are more circuitous, feature numerous traffic signals and stop signs, and have lower speed limits.

Figure 5 shows a current route for long-range non-event through traffic along with one possible alternative route for the same trip. In this example, for a trip originating from locations west of the CIP and destined for East Meadow, a traveler could use the Grand Central Parkway, followed by the southbound CIP, and finally the Southern State Parkway. This route would represent a base case condition where re-routing strategies have not been implemented.

Page 8 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

An alternative and potentially faster route for this trip would avoid the CIP by continuing eastbound along the Northern State Parkway, and end by traveling south via the Meadowbrook State Parkway.

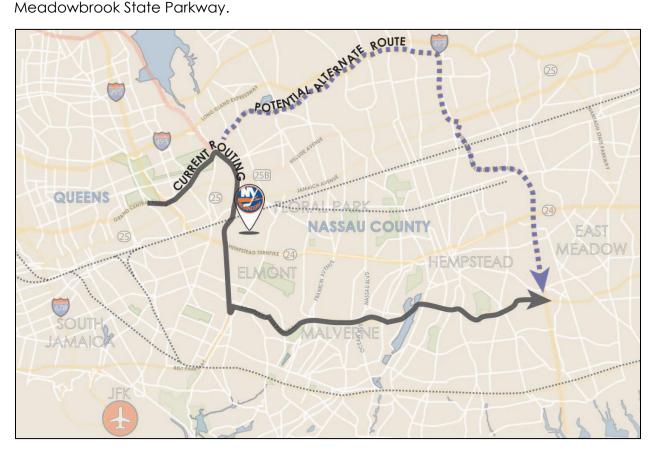


Figure 5 - Potential Alternate Route Path Eastward via the Meadowbrook State Parkway

Signage: Alerts and alternative routing signage will be provided on VMSs in the area to provide sufficient time for background traffic to make a decision to use other highway links including the Long Island Expressway, Grand Central Parkway, Northern State Parkway, Southern State Parkway, and the Belt Parkway. Figure 6 shows how VMSs could be provided at these locations to inform drivers to expect congestion on the CIP due to arena events, and to consider alternate routes, if possible. Note that the example is not intended to show the exact message or placement of signs. The exact placement and messaging will be determined in association with the appropriate agencies involved, including the NYCDOT and NYSDOT, and through project-sponsored monitoring which would be evaluated and refined to optimize the effectiveness of these strategies.

Page 9 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

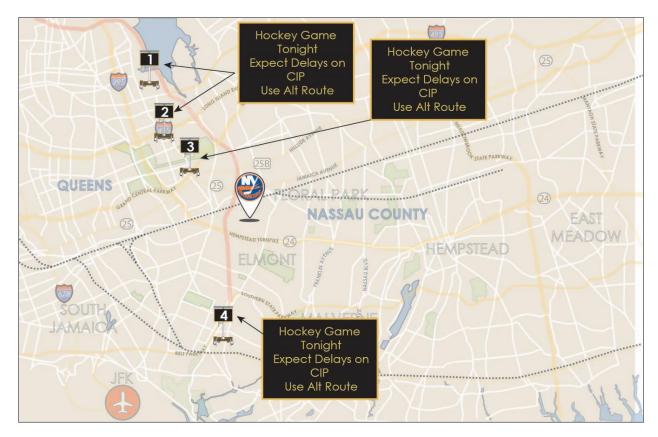


Figure 6 – Example of possible wayfinding information on VMS signs for travelers from the west* (*The example is illustrative and is not intended to show the exact message or placement of signs)

Signage will also be provided prior to event days advising drivers to consider shifting discretionary trips to avoid the CIP during pre-event periods. VMSs have been proven effective in many detour environments related to alternate routings around construction activity, incidents, and event-related congestion. Pre-event signage using VMSs is already in regular use on routes in New York City and Long Island. For example, VMSs on the Long Island Expressway in Queens inform drivers in advance of heavy congestion due to events like the NYC Marathon, or the UN General Assembly. The signs will also suggest that travelers utilize mass transit as an alternative to driving. On Long Island, the Long Island Marathon requires the closure of the Wantagh State Parkway, and signage informs motorists of this closure and advises alternative routes.

Media and Highway Radio: Background traffic re-routing information will also be shared with local media (i.e., radio and TV traffic coverage) as well as the state-run highway information radio system and will be coordinated with the VMS signage to reach as many potential drivers as possible. The adoption of future technology will also allow for more direct communication between the operations center and individual motorists.

Travel Applications: The information to be shared on the VMS signage will also be coordinated for use by the primary traffic apps. The apps will alert drivers to the event and in real time would also indicate higher levels of congestion on the CIP during event peak hours. To minimize re-routing to local roads, the transportation management

Page 10 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

team, in coordination with public partners², will coordinate with the travel apps to define local restricted roads. One such road, as an example, could be Plainfield Avenue. The road could be designated by the traffic app provider as an "unavailable" road during event ingress and egress periods. Through traffic would not be routed to the unavailable roads. The list of unavailable local roadways will be coordinated with stakeholders, such as NYSDOT, NYCDOT, Nassau County, the Village of Floral Park, and the Town of Hempstead.

2.4 Anticipated Effectiveness

Based on the available data regarding traveler characteristics and the availability of other route options compared with other locations such as Met Life Stadium, this Demand Management Strategy is anticipated to result in 10 percent re-routing of background traffic in the northbound direction on the CIP and a re-routing of 5 percent of background traffic in the southbound direction during the weeknight pre-event peak hour. The use of alternate routes is expected to be higher in the northbound direction because the east-west alternate routes have more capacity in the westbound direction than the eastbound direction (e.g., the Long Island Expressway is more congested in the eastbound direction on weeknights than the westbound direction). The alternate limited-access routes are expected to provide travelers with time savings over a congested CIP during the pre-event condition. A 10 percent diversion is anticipated in both directions during the Saturday evening pre-event peak hour. The projected re-routing is a reduction of about 435 vehicles northbound and 220 vehicles southbound during a weekday evening peak hour and about 447 vehicles northbound and 428 vehicles southbound during a Saturday evening peak hour as shown in Table 2 below.

Table 2 - Anticipated Effectiveness of Background Traffic using Alternate Routes

Antioipated Encoure		, and the second	Background	FEIS		
	No Action	Background Traffic	Traffic to Alternate	Mitigated Demand		
Roadway	Demand (vph)	Diversion (%)	Routes (vph)	(vph)		
Weeknight Event Traffic						
CIP NB 4,346		10%	435	3,911		
CIP SB	4,396	5%	220	4,176		
Saturday Evening Event Traffic						
CIP NB	4,472	10%	447	4,025		
CIP SB	4,280	10%	428	3,852		

Page 11 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

² See the Operations Plan for a full list of agencies and municipalities.

3 Increase Vehicle Occupancy by Encouraging Carpooling and Pooled Ridesharing

3.1 Baseline Conditions and Demand Management Strategies Opportunity

Sporting and other arena events typically have high vehicle occupancy rates for both personal autos and taxi/rideshare vehicles. It is common for a family or group of friends to ride in the same car to an event, as opposed to driving alone. The DEIS assumed a vehicle occupancy rate of 2.75 persons per vehicle for a weeknight event and 3.0 persons per vehicle for a Saturday night event. The Demand Management Strategies opportunity is to increase vehicle occupancy by encouraging car-pooling and ridesharing services (and group ridesharing in particular). This shift would be achieved by implementing a parking permit system and offering discounted or preferential parking to carpools or those utilizing other high-occupancy auto modes of travel.

3.2 Successful Precedents

The strategy of encouraging carpooling in congested areas is not a new concept. This practice has been employed successfully in the past and is in use today. These successful precedents are discussed below.

Meadowlands/MetLife Stadium: Prior to construction of MetLife Stadium (2006 and earlier), parking was an open pay and park anywhere format. Vehicle occupancy for NFL events averaged 2.59 persons per vehicle. Construction of the new MetLife Stadium required the elimination of several thousand spaces. A parking permit system was implemented for most of the on-site parking areas to control parking demand, while non-permit holders were directed using signage to an off-site underutilized office park in Lyndhurst. Shuttle buses were provided between the satellite parking lots and the Sports Complex. The resulting vehicle occupancy was 2.96, which is about 14 percent higher than the previous season when parking permits were not utilized.

Husky Stadium (Seattle): The stadium's TMP included a reduction in parking fees for cars with 3 or more passengers in order to achieve their target goal of an average vehicle occupancy of 2.7 persons per vehicle.

3.2.1 Other Implementations

In addition to these precedents for which published effectiveness data is available, a number of sports venues have also implemented strategies to increase auto and rideshare vehicle occupancy. There is no published public information on the effectiveness of these strategies at the facilities listed below, but their implementation demonstrates that other sports venues have tried similar strategies.

Los Angeles Dodgers: The Dodgers have offered carpooling incentives for certain high attendance games (e.g., Opening Day, Playoffs) by including free parking or free tickets for 4+ occupant carpools.

Page 12 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Detroit Red Wings: The Red Wings partner with Uber by promoting the pick-up zone on the club website, with online maps, encouraging patrons to use the service based on ease of use, proximity of the pick-up/ drop-off area to the arena, and promotion of the use of UberXL for groups.

3.3 Demand Management Strategies for the Project

Parking Permits: NYAP will implement a parking permit program that will sell permits to season-ticket holders or single-game ticket purchasers based on the number of tickets in the purchasing account. Only one permit will be issued for multiple tickets (typically for every 4 or 5 tickets). The permit system will promote car-pooling by allocating a single parking spot to a group of attendees, encouraging them to carpool. Permit holders will be rewarded by being permitted to park in more desirable locations. The benefit of the parking permit will be directly proportional to the number of spaces that are permitted and by the locational advantages of permit parking. Possible locations for permit parking include the South Lot and as needed in the North and East Lots (the retail village garages on Site B are assumed to not be part of a permit system due to their more unrestricted use by non-arena users). Non-permit holders would be required to park in the parking deck below the retail village or the North and East Lots.

Ridesharing: NYAP commits to establishing a partnership with one or more rideshare operators to encourage patrons to use pooled ridesharing services in addition to the utilization of the on-site rideshare drop-off and pick-up area already included in the site plan. The partnership will create a specific Islanders-based ridesharing app, which will inform patrons about pooled rideshare options from any point of origin. Patrons will be presented with the pooled rideshare option, as an alternative to patrons taking their own rideshare vehicle. This option could be attractive to some patrons because pooled rideshare options are generally less expensive than single-ride options.

3.4 Anticipated Effectiveness

Overall, it is anticipated that the Demand Management Strategy of implementing a parking permit system will increase average vehicle occupancy (AVO) by 13 percent on weeknights, from 2.75 to 3.10 persons per vehicle, and 13 percent on weekends, from 3.0 to 3.4 persons per vehicle. This is comparable to the 14 percent increase experienced at MetLife Stadium.

The ability to increase overall vehicle occupancy for auto trips and ridesharing trips is expected to result in a reduction of cars on the CIP during the peak evening periods. As shown in Table 3 below, for auto trips, the change in occupancy would reduce the number of vehicles by 399 vehicles from the FEIS unmitigated condition. For rideshare trips, this is a vehicle reduction of 14 vehicles from the FEIS unmitigated condition. This is an overall reduction of 413 vehicles from the FEIS unmitigated condition during the weeknight pre-event peak hour, and 418 vehicles during the Saturday evening pre-event peak hour (see Table 3 below).

Table 3 – Anticipated Effectiveness of Measures to Increase Vehicle Occupancy

FEIS Unmitigated				FEIS Mitigated			
		Average			Average		_
		Vehicle			Vehicle		Decrease in
		Occupancy			Occupancy	Vehicle-	Vehicle
	Person-Trips	(AVO)	Vehicle-Trips	Person-Trips	(AVO)	Trips	Trips
		Weekn	ight Pre-Event Pea	k Hour Entry Trips			
Auto	9,711	2.75	3,531	9,711	3.1	3,133	399
Taxi	351	2.75	128	351	3.1	113	14
Other Modes	1,638	-	-	1,638	-	-	-
Auto + Taxi	11,700		3,659	11,700		3,246	413
		Weeke	end Pre-Event Peak	Hour Entry Trips			
Auto	10,296	3.00	3,432	10,296	3.40	3,028	404
Taxi	351	3.00	117	351	3.40	103	14
Other Modes	1,053	-	-	1,053	-	-	-
Auto + Taxi	11,700	_	3,549	11,700		3,131	418

It is expected that the ridesharing vehicle occupancy would increase in the same manner as other auto trips (up to 3.10 and 3.40 passengers per vehicle for weeknights and Saturday evenings, respectively).

Page 14 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

4 Reduce Peak Hour Auto Trips by Changing Arrival Patterns

4.1 Baseline Conditions and Demand Management Strategies Opportunity

Under baseline conditions, auto trips generated by the Project would arrive at and depart from the Project consistent with the assumptions set forth in the FEIS unmitigated condition, where 65 percent of the total patrons for a hockey game would arrive in the peak hour before the start of the game.

The Demand Management Strategies present alternatives that would reduce peak hour auto demand on the CIP by encouraging arrival before the PM peak travel hour for hockey patrons (between 6:30-7:30 PM for weeknights and 6:00-7:00 PM on Saturday nights). Although this will shift a small volume of event traffic to the background peak hour, it would help to balance overall demand on the CIP throughout the weeknight and weekend evening periods.

4.2 Successful Precedent

Barclays Center: The Barclays Center TDM Effectiveness in Meeting Mode Split Objectives memorandum identified that 55.7 percent of all patrons arrived in the peak hour on weeknights and 54.3 percent of all patrons arrived in the peak hour on weekends, which is substantially less than the 75 percent originally projected in its FEIS. Additionally, 5.4 percent of all patrons indicated that they visited other nearby businesses before weeknight events, and 8.8 percent of patrons visited nearby businesses before weekend events. While there are no early arrival incentives provided at Barclays Center, the actual arrival patterns suggest that a location with multiple amenities near an arena will result in patrons arriving earlier. This indicates that incentives at the Project—which includes restaurant and entertainment uses immediately adjacent to the arena—would lead to additional early arrival percentages.

4.3 Demand Management Strategies for the Project

Early Arrival Incentives: The Project includes substantial dining, shopping, entertainment, and plaza space amenities on-site near the arena, which will make it easier for patrons to plan their pre-event activities (as noted in the original developer RFP and included in the FEIS, these earlier arrivals would be prohibited from participating in tailgating activities). Incentives will include discounts for parking, entertainment, or dining options and tie-ins with the adjacent retail village development for arena patrons who arrive prior to 6:30 PM on weekdays (for events scheduled to start at 7:30 PM) or prior to 6:00 PM on Saturdays (for events scheduled to start at 7:00 PM). These early arrival incentives will be offered to season ticket holders or single-game ticket purchasers at the time they purchase their tickets, and NYAP will also present these options via email and the arena website.

Page 15 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

4.4 Anticipated Effectiveness

The projected shift in early arrival population is estimated to be 7 percent of all patrons for a weeknight hockey game, or 1,260 additional patrons who would arrive before the peak hour. As discussed above, approximately 5.4 percent of all patrons indicated that they visited other nearby businesses before weekday Barclays Center events. The benefit to these patrons is an on-site experience before the event, and the ability to avoid peak congestion in the peak pre-event hour. While overall levels of background traffic are higher between 5:30 PM and 6:30 PM on weekdays, existing traffic congestion on the CIP during this time period typically only occurs in the southbound direction, and autos arriving early could be routed to approach the Project using the northbound CIP (see Section 6.3).

For a Saturday night hockey game, the projected shift in early arrival population is estimated to be 10 percent of all peak hour patrons, or 1,800 additional patrons who would arrive before the peak hour. As discussed above, approximately 8.8 percent of all patrons indicated that they visited other nearby businesses before weekend Barclays Center events.

As summarized in Table 4, the ability to attract a modest percentage of event arrivals to the Project earlier than the pre-event peak hour along with the strategy to increase vehicle occupancy (described previously in Section 3), provides an opportunity to reduce site-generated vehicular demand on the CIP by a combined 763 trips during the weeknight pre-event peak hour, and 899 trips in the weekend pre-event peak hour.

Table 4 - Combined Effects of Increased Vehicle Occupancy and Early Arrival Incentives

		FEIS Unmit	tigated	<u>-</u> _		FEIS Mitiga	ated	
		Average				Average		
		Vehicle		Early Arrival		Vehicle		
		Occupancy	Vehicle-	Estimated		Occupancy	Vehicle-	Decrease in
	Person-Trips	(AVO)	Trips	Effectiveness	Person-Trips	(AVO)	Trips	Vehicle Trips
		W	eeknight Pr	e-Event Peak Ho	ur Entry Trips			
Auto	9,711	2.75	3,531	7%	8,665	3.1	2,795	736
Taxi	351	2.75	128	7%	313	3.1	101	27
Other Modes	1,638	I	ı	7%	1,462		ı	ı
Auto + Taxi	11,700		3,659		10,440		2,896	763
		И	/eekend Pre	e-Event Peak Hou	ır Entry Trips			
Auto	10,296	3.00	3,432	10%	8,712	3.40	2,562	870
Taxi	351	3.00	117	10%	297	3.40	87	30
Other Modes	1,053	-	-	10%	891	-	-	-
Auto + Taxi	11,700		3,549	_	9,900		2,650	899

Page 16 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

5 Shift Project Generated Auto Trips to Rail or Bus

5.1 Baseline Conditions and Demand Management Strategies Opportunity

Currently, and as analyzed in the FEIS, there are direct LIRR and bus transit services that serve Belmont Park and the Project.

LIRR service to the Belmont Park station is currently provided from Jamaica Station with limited service on days with live racing during the Spring and Fall racing meets at Belmont Park as well as extra service for the Belmont Stakes. As analyzed in the FEIS, LIRR service for arena events was established based upon the limited number of trains that could be accommodated according to weekday peak period Main Line schedules and the ability to access the LIRR Belmont Park Station. As a result of the limited LIRR service and the lack of direct service to/from points east, the FEIS unmitigated condition assumed a 12 percent LIRR mode share for arena patrons on weeknights and 7 percent on a Saturday evening. The LIRR will include two trains to the Belmont Park Station prior to weeknight events from LIRR Jamaica Station, and possibly more for Saturday events. Post-event train service of at least two trains will also be provided for weeknight and weekend events.

The demand management opportunity is to increase the rail mode share by utilizing the new LIRR Elmont Station that LIRR proposes to have fully completed by 2023, although an eastbound platform is expected to be open by 2021 in time for commencement of arena operations.

Public bus services that currently provide access to the Project include the Q2 route operated by MTA-New York City Transit (NYCT), the Q110 route operated by the MTA Bus Company, and the N1 and N6 routes operated by Nassau Inter-County Express (NICE). Direct access to Belmont Park is provided on the Q2 and Q110 routes during the racing season. NICE operates buses year-round along Hempstead Turnpike with stops in front of the Racetrack. Based on anticipated demand, the FEIS unmitigated condition utilized an overall 2 percent mode share for public bus transit. While there are no specific demand management goals for increased MTA or NICE bus service or ridership, the Operations Plan (see Section 3 of this overall TMP) will seek to avoid or mitigate impacts on existing bus service by making use of the existing dedicated bus pick-up and drop-off area adjacent to the LIRR Belmont Park Station, which is currently used by buses on the Q2 and Q110 routes.

Another opportunity is to increase the share of arena patrons arriving through other bus options such as group charters, shuttle buses to other LIRR stations including a Babylon branch station such as Rockville Centre, shuttle buses to other transit services in Jamaica, and shuttle buses to other remote park-and-ride locations farther east in Nassau and Suffolk Counties. This would be done in coordination with NICE, the MTA, or other private bus companies. Under the baseline condition as analyzed in the FEIS, it was assumed that there was no mode share for these types of charter or shuttle bus services.

Page 17 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

5.2 Successful Precedents

Arenas with rail and transit service are successful in reducing auto trips by encouraging patrons to utilize transit. In addition to the physical connectivity, arenas and other sports venues have utilized other incentives to increase transit ridership and most TMPs encourage or facilitate the use of transit, charter buses, and shuttle buses. Successful precedents include:

Meadowlands/MetLife Stadium (Rail ridership): The Meadowlands Sports Complex was served by a shuttle bus service to the Port Authority Bus Terminal in Manhattan for many years. Ridership for the bus routes was between 2,000 to 4,000 persons per game. In 2009, a new NJ Transit rail spur opened, providing rail connectivity from Secaucus Junction to the Sports Complex. Along with the bus ridership, there are now an additional 4,000 to 10,000 rail riders, for a total transit ridership from 6,000 to 14,000 riders for the highest attended events.

Meadowlands/MetLife Stadium (Park-and-Ride): Patrons can park at the Secaucus Park-and-Ride and then take the train to the game via the NJ Transit rail spur to the Meadowlands. There is also a satellite parking lot in East Rutherford that is used for off-site parking for approximately 1,000 vehicles per event. During construction of MetLife Stadium, a Park-and-Ride operation was used to shuttle up to 10,000 riders per event between the Meadowlands Sports Complex and an underutilized 4,000-space office parking lot located in Lyndhurst.

Shea Stadium: In 2006, prior to the construction of Citi Field, an average of 26 percent of patrons traveled to Shea Stadium via transit. A travel demand management plan was developed that included additional transit service and shuttles from auxiliary parking areas. By April 2007, the transit share increased to 46 percent.

Prudential Center: The original projected transit share for Prudential Center events was 21 percent for Devils games. Using a combination of improved pedestrian connections, improved transit service, train schedules coordinated with event times, and shuttle buses from other transit facilities, the actual recorded transit share in February 2008 was 42 percent.

Barclays Center: LIRR ridership studies for Islanders games at Barclays Center show a LIRR mode share of 22 to 46 percent for games over the 2015-2018 seasons. An active LIRR information campaign is used at Barclays Center, including train schedules posted inside the arena, and information on the website.

5.2.1 Other Implementations

In addition to these precedents for which published effectiveness data is available, a number of sports venues have also implemented strategies to increase utilization of fixed or shuttle bus routes. Although there is no published public information on the effectiveness of these strategies at the facilities listed below, their implementation demonstrates that they have tried similar strategies.

Page 18 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Nassau Coliseum: Best Trails & Travel provides private bus service between the Nassau Veterans Memorial Coliseum parking lot and Barclays Center that leaves two hours prior to the game and returns 20 minutes after the game (cost is presently \$35 round trip and operates on a first come/first served basis but with a reservation system for multiple games). Buses range from 24 to 56 seats, depending on demand.

Golden State Warriors: Arena patrons using transit to the Chase Center in San Francisco, a new arena which is scheduled to open in September 2019, will be provided with promotional incentives (e.g., discounted food/beverage, raffle entry, fast-track security line), and will have branded transit stops near the venue. Information about transit will be incorporated into the event as well, where announcements informing patrons of transit options will be made.

Rocks Off: This private company offers party bus service from Manhattan to concerts at venues such as Nassau Coliseum, Jones Beach, and PNC Bank Arts Center.

Green Bay Packers: The Packers run several day-of-game shuttle routes to encourage patrons to take the bus instead of driving.

LA Dodgers: The Dodgers operate a "Dodger Stadium Express" bus route that provides service to Union Station (with Metro connections) and South Bay. The service is free for ticketholders.

Hollywood Bowl: This Los Angeles landmark music venue with 17,500 seats offers shuttle bus service to 14 park-and-ride lots located in the metropolitan region and 3 satellite parking lots in the surrounding area.

Las Vegas Golden Knights: The Regional Transportation Commission of Southern Nevada operates a special service called the "Golden Knights Express" before and after NHL games in Las Vegas, providing multiple departures to four locations in the surrounding area.

5.3 Demand Management Strategies for the Project

The measures and strategies to increase transit ridership and reduce auto trips include both long term as well as interim strategies for when only the eastern platform of the new LIRR station is in use.

Integrate and facilitate use of a new LIRR Elmont Station: The proposed new LIRR Elmont Station would allow far greater utilization by arena patrons than with the existing Belmont Park Station since it would have direct, one-seat service to and from many stations from the east (see Figure 7) as well as direct and more frequent service from the west.



Figure 7 - Stations and Lines with Potential One-Seat Access to new LIRR Elmont Station

The projected rail mode share including the new LIRR Elmont Station would increase from 12 percent to 29 percent for a weeknight sold-out hockey game, upon completion of the new station, commencement of service in both westbound and eastbound directions, and the use of transit incentives (e.g. raffle entries, discounts off concessions or merchandise, fast-track security line). This projection was made by examining Islanders ticket sales data at the Nassau Coliseum and Barclays Center by origin ZIP Codes, taking into consideration transit connectivity to these origins and the transit time relative to drive time to the Project. For a Saturday night sold-out hockey game, the LIRR mode share would increase from 7 percent to 24 percent with the new LIRR Elmont Station and the use of transit incentives.

For a weekday evening hockey game, an additional 1 percent of arena patrons who commute by the LIRR to New York City could also be expected to park in the North Lot for a reduced fee (compared to the event parking rate), use the new LIRR Elmont Station for their inbound morning commute, return to Belmont Park via the LIRR prior to the hockey game, and have their car available for the return trip home (there would be ample daytime parking capacity at the North Lot location of the new station to accommodate these users). This would be an option for arena patrons who regularly commute to New York City using other LIRR branches that would not provide direct service to the new LIRR Elmont Station (e.g., Babylon, Far Rockaway, Long Beach, Port Washington, West Hempstead).

Page 20 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

The projected transit share at the new LIRR Elmont Station plus the existing LIRR Belmont Park Station is expected to be notably higher than what was projected in the FEIS for just the LIRR Belmont Park Station because the new station would provide direct, one-seat access to many LIRR branches (e.g., Oyster Bay, Port Jefferson, Ronkonkoma, and Hempstead) as well as direct and more frequent service from the west, serving a broader array of Islanders fans than the existing LIRR Belmont Station, which would require a transfer at Jamaica Station for all passengers.

The current LIRR mode share at Barclays Center is 22 to 46 percent for Islanders games based on LIRR ridership studies over the 2015-2018 seasons. The assumed 30 percent combined mode share (including an additional 1 percent of patrons who park in the North Lot) for both the Belmont Park spur station and the new Elmont Station is lower than the highest mode share observed at Barclays Center due to the general proximity and availability of parking, and because the Atlantic Terminal station is served by all LIRR lines other than the Port Washington branch (via Jamaica Station). However, it is noted that travel to/from the new Elmont station would represent a shorter trip for most passengers on several LIRR lines, so passengers on those lines who take the LIRR to Atlantic Terminal for events at Barclays Center are expected to continue to take transit to the new Elmont station. For example, a LIRR trip from Hicksville Station to Atlantic Terminal takes approximately 45 to 55 minutes while the trip from Hicksville to the planned Elmont Station would take about 20 minutes.

Interim Condition

Following the opening of the Project, there would be an interim period during which the new LIRR station's eastbound platform would be operational, but the westbound platform would not.

In the interim condition between the opening of the arena and the opening of the LIRR westbound platform, an initial strategy will be to provide external shuttle buses to/from stations on the LIRR Main Line to encourage higher transit utilization. It is not anticipated that the interim service would reach the same levels of transit share; the projected effects during the interim period are described below and summarized in Section 7.

As noted above, the proposed new LIRR Elmont station would allow far greater utilization by arena patrons than with the existing Belmont Park Station. In the interim condition the eastbound platform would provide direct and more frequent service from the west. The projected LIRR mode share with the eastbound platform at the new LIRR Elmont Station would increase from 12 percent to 17 percent for a weeknight sold-out hockey game, with commencement of service in the eastbound directions and the use of transit incentives. This projection was made by examining Islanders ticket sales data at the Nassau Coliseum and Barclays Center by origin ZIP Codes, taking into consideration transit connectivity to these origins and the transit time relative to drive time to the Project. For a

Page 21 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Saturday night sold-out hockey game, the LIRR mode share would increase from 7 percent to 12 percent for the interim condition combined with the use of transit incentives.

Facilitate and develop private charter and shuttle bus services to the arena from external points: Four opportunities have been identified to establish and support charter and external shuttle bus services including:

- 1. Preferential incentives for promotional or complimentary tickets as well as large group sales to use charter buses for site access. This is expected to capture about 2 percent of attendee trips. It is noted that during the 2017-18 season, the Islanders provided an average of about 1,000 complimentary tickets per game.
- 2. External shuttle bus service between the arena and Jamaica locations to provide connections to other transit services such as the E, F, J, and Z lines of the New York City Subway for patrons traveling from Brooklyn and Queens. This is expected to capture about 3 percent of customer trips.
- 3. External shuttle bus service between the arena and key stations not on the Main Line, most notably to the LIRR Rockville Centre station (on the Babylon Branch that would otherwise require a transfer at the LIRR Jamaica Station to travel by rail to Belmont Park) to enhance connections for South Shore patrons. During the interim LIRR Elmont station condition, an additional external shuttle bus service would connect the arena and the LIRR Mineola Station (serving as a convenient link for the Port Jefferson, Oyster Bay, and Ronkonkoma Branches). Combined, this is expected to capture 8 percent of arena trips for a weeknight sold-out hockey game and 6 percent of arena trips for a Saturday night sold-out hockey game.
- 4. External Shuttle bus service between the arena and remote parking lots in Nassau and Suffolk Counties, targeting state park facilities such as Valley Stream State Park, which has ample evening parking capacity. Other options include available parking areas at hospitals, office complexes, and designated parkand-ride locations. This is expected to capture 7 percent of arena trips for a weeknight sold-out hockey game and 5 percent of arena trips for a Saturday night sold-out hockey game.

In total, it is expected that up to 17 percent of arena trips that would otherwise be auto-based could be shifted to a charter or shuttle bus mode for a weeknight hockey game and up to 13 percent of arena trips that would otherwise be auto-based could be shifted to a charter or shuttle bus mode for a Saturday night hockey game. NYAP, through the Demand Management Strategies, will manage and prioritize bus utilization, including use of the existing public transit drop-off areas near the arena (as is the case with Belmont Stakes charter buses). Charter buses may be staged and parked on-site in the East Lot during events. They will not be permitted to stage outside the Project.

The expected bus share includes a combination of strategies, including charter buses, shuttles to off-site parking lots, locations in Jamaica, and the LIRR Rockville Centre and Main Line stations such as Mineola or New Hyde Park (the latter only in the interim condition when there will only be a single eastbound platform operational at the new

Page 22 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Elmont station – see Figure 8). Each individual strategy is expected to be utilized by a small percentage of patrons (for example, 3 percent of patrons, or 313 passengers, for the Jamaica shuttle bus). The Monitoring Plan will assess the effectiveness of each of these options, and adjustments will be made as needed to the Operations Plan to improve the utilization of each mode and to consolidate shuttle bus service to meet the most popular bus services. These shuttle bus options will be aimed at users who would not have one-seat access to the new Elmont Station, so they are more likely to take a shuttle bus than the LIRR.



Figure 8 - External shuttles from LIRR Jamaica, Rockville Centre, and Mineola Stations

Each bus trip is expected to carry, on average, 40 riders. This represents a reduction of approximately 12 auto trips (at an AVO of 3.1 persons per vehicle) for each bus trip that is added to the network. In total, the projected bus demand from all available off-site options is expected to be 1,700 persons during the weeknight pre-event peak hour. This equates to a reduction of 550 vehicle trips to the site. To accommodate this bus passenger demand, an additional 40 to 50 entry and exit bus trips are expected to be introduced to the network (via Hempstead Turnpike). The net reduction in traffic to the site is expected to be approximately 500 vehicles.

Buses will be routed to the Project along Hempstead Turnpike. Buses are restricted from most portions of the CIP due to height restrictions on the Parkway. Some sample bus routes, from Valley Stream State Park, and from Rockville Centre are shown in Figure 9.

Bus trips will be dispersed to several off-site locations, so a specific roadway link is not expected to experience the entire increment in bus traffic. For example, the Valley Stream State Park bus route would make use of Franklin Avenue, while the Rockville

Page 23 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Centre bus route would make use of Nassau Boulevard. The additional bus trips for these off-site parking locations are included in the traffic mitigation analysis in the FEIS.

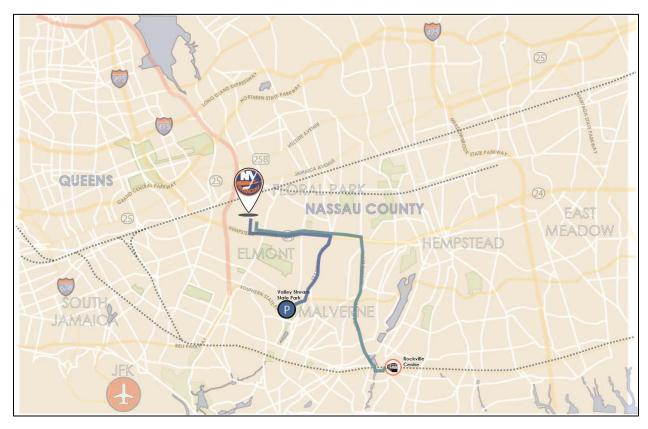


Figure 9 - Potential Shuttle Bus Route from Valley Stream State Park and Rockville Centre

Park and Ride from Existing LIRR Stations or Other Off-Site Origins: NYAP will establish one or more park-and-ride facilities at Main Line stations which can accommodate evening parking needs and provide the new LIRR Elmont Station. NYAP will work with LIRR and potential bus operators to determine the feasibility and implementation of this option to promote the use of LIRR (i.e., combined ticket and fare options, and / or other incentives).

5.4 Anticipated Effectiveness

The anticipated mode shift from auto to LIRR or charter and shuttle buses can be expected to substantially reduce peak hour auto demand on the CIP. The new Elmont station when fully operational would increase the LIRR mode share from 12 to 30 percent (including 1 percent park and ride in the North Lot) for a sold-out weeknight hockey game and from 7 to 24 percent for a sold-out Saturday night hockey game, combined with the strategies to encourage carpooling and early arrivals, can be expected to result in the reduction of total auto trips from 3,531 in the FEIS unmitigated condition to 1,617 in the FEIS mitigated condition in the weeknight pre-event condition.

The commitment to provide and facilitate the use of external shuttle buses and charter buses can be expected to result in a total external shuttle or charter bus share of 17

Page 24 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

percent for a weeknight sold-out hockey game and 13 percent for a Saturday night sold-out hockey game.

Adding in taxi and bus trips, a pre-event peak hour demand of 1,772 vehicles is projected in the FEIS mitigated scenario (see Table 5). This is a reduction of 1,899 trips from the FEIS unmitigated scenario.

Table 5 - Projected Weeknight Trips with Carpooling, Early Arrival, and Mode Shift Strategies

		FEIS U	nmitigated			FEIS	Mitigated		
			Average				Average		
			Vehicle				Vehicle		Decrease in
	Mode		Occupancy				Occupancy	Vehicle-	Vehicle
	Share	Person-Trips	(AVO)	Vehicle-Trips	Mode Share	Person-Trips	(AVO)	Trips	Trips
		Weekni	ight Pre-Event P	eak Hour Entry	Trips				
Auto	83%	9,711	2.75	3,531	48%	5,011	3.1	1,617	1915
Taxi	3%	351	2.75	128	3%	313	3.1	101	27
LIRR	12%	1,404			29%	3,028			
Transit Bus	2%	234		12	2%	209		10	2
Commuter Parking in North Lot, LIRR to Game					1%	104			
Charter/School Bus for Large Groups					2%	209		5	
Shuttle Bus to Jamaica/Subway Connection					3%	313		8	
Shuttle Bus to LIRR Rockville Center					5%	522		13	
Shuttle Bus to Remote Parking Facilities					7%	731		18	
Total Peak-Hour Person Trips		11,700				10,440			
Total Auto/Taxi Trips				3,659				1,718	1,941
Total Bus Trips				12				55	-43
Total Vehicle Trips				3,671				1,772	1,899

Page 25 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

6 Manage and Customize Travel Routes for Project-Generated Auto Trips to Reduce Peak Congestion

6.1 Baseline Condition and Demand Management Strategies Opportunity

In the baseline condition, the increasingly common use of travel route management through apps is assumed to be largely based on individual users with no coordinated messaging. The demand management opportunity is to customize travel directions for auto trips to the Project, which could allow some patrons to alter their travel patterns to use the less congested direction on the CIP. This can also preclude a traffic app from using certain local road segments, such that specific road segments would not appear as an option for rerouting and minimizing potential back-up of traffic into neighborhoods surrounding the arena (these roads would be unavailable for all users, including event attendees and background traffic). Such a lock-out requires a partnership with an app provider, the team, and surrounding municipalities.

6.2 Successful Precedents

Many teams and organizers of special events use traffic apps or social media to provide day of event information. Examples are shown via screenshots from Phoenix and the New York metro area. These apps provide directions to event patrons and can also be used to provide travel notifications to all app users in the region (see example of Phoenix marathon closure in Figure 10 below).

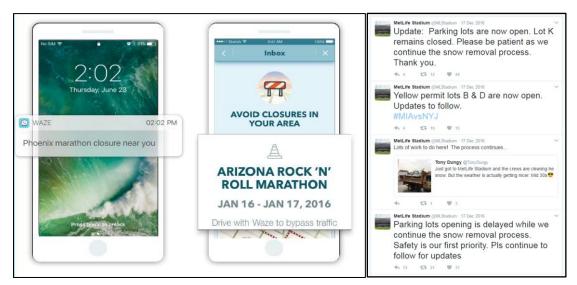


Figure 10 - Social Media and App examples

6.3 Demand Management Strategies for the Project

The Demand Management Strategies include a customized traffic app that will give specific directions to drivers heading to the Project. This will require NYAP to partner with a custom navigation provider like Waze or Google Maps. The Waze platform includes

Page 26 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

the Global Events Partner program, which is currently used by over 100 facilities globally. The app allows users to generate customized driving directions to each on-site parking facility. Directions are based on real-time traffic patterns based on information provided by all Waze users in the region.

An example would be for patrons who are from origins in Nassau County that are located between the Northern and Southern State Parkways (e.g., East Meadow, Levittown, Bethpage). These patrons can elect to take either of the two parkways towards the CIP and approach the Project from either the north or the south. A partnership with a custom navigation provider would allow the app to direct these patrons onto the less congested route, in order to balance traffic demands on the CIP northbound and southbound. Without a partnership, there are typically no roads excluded from use by the app. It can also leverage the use of parking permits so that, for example, patrons with permits in the North Lot are directed to use the CIP southbound to access the Project via Exit 26D and balance the demand by direction (see Figure 11).

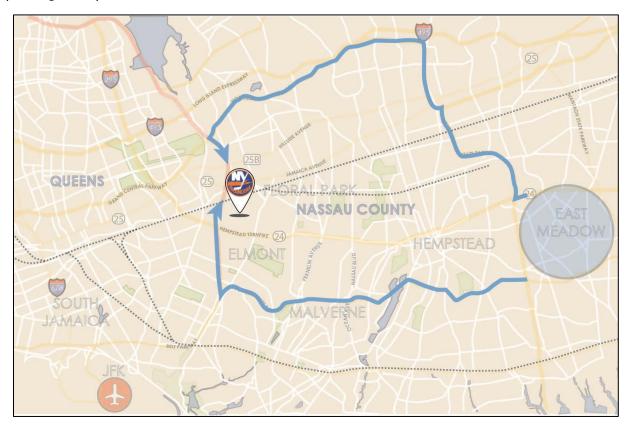


Figure 11 – Sample Trip Origins with Flexibility to Use Either the CIP Northbound or Southbound

The directions provided by the customized app will be managed by NYAP in coordination with local municipalities. Waze is an example of an app that works with both sports venues and municipalities to create an inventory of turn restrictions and road closures. NYAP would work with municipalities to agree on event day traffic patterns and restrictions. For example, Waze could show that Plainfield Avenue would not be an option for pass-through background traffic.

Page 27 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Waze and other apps capable of doing so can also provide NYAP's Operations Center (the designated traffic manager and staff of the combined Belmont Park development) with an event traffic tracking portal which would allow NYAP to visualize traffic congestion in real-time and compare it against historical trends at previous events. The portal can also be used to generate measures of effectiveness along critical points in the traffic network. This will be a useful tool as part of the on-going traffic monitoring program. Waze also provides branding and notifications for all users, not just those who are destined for the event site. The NYAP Operations Center can recommend push notifications about event day operational closures and background re-routing to all users in the region who have the app installed, not just those using the app for traffic patterns to the event. This regional notification option can be used to support strategies like background traffic re-routing and early arrivals.

NYAP will promote use of Waze and other capable apps on its arena website and social media channels as the primary navigation tool, to encourage more patrons to use the platform, further increasing its effectiveness. In addition, the use of social media can help with providing traffic and other pertinent information. NYAP's social media accounts could distribute this information, or the information could be distributed to patrons via a traffic app such as Waze, the LIRR website, or via ridesharing partners.

6.4 Anticipated Effectiveness

Customized traffic apps are projected to allow for arrival patterns that can shift project-generated CIP demand from the northbound to southbound direction and vice versa. As an example, for a weeknight hockey game, the unmet demand in the southbound direction in the FEIS unmitigated condition is projected to be approximately 400 vehicles higher than in the northbound direction. Applying this customized direction strategy is expected to increase the utilization of the northbound CIP by approximately 200 vehicles in the weeknight pre-event peak period, thereby balancing the unmet demand between the two approaches. The magnitude of the traffic shift can be increased or decreased by defining arrival and departure routes for specific origins in the navigation app platforms in order to balance real-time demand on the CIP.

7 Overall Effectiveness of Demand Management Strategies

The Demand Management Strategies taken together would reduce overall demand during the evening peak hour leading up to a hockey game on both directions of the CIP and substantially reduce the impacts identified in the FEIS that are projected to result, without further mitigation, in increased delay and congestion on that highway. While the FEIS conservatively analyzed a sold-out hockey game, a customized combination of strategies will be implemented on event days based on the event type and expected attendance.

This section summarizes how the various Demand Management Strategies act to reduce unmet demand on the CIP. Tables 6 and 7 summarize the mode share and vehicle occupancy changes and anticipated reduction in unmet demand achieved by the Demand Management Strategies. Tables 8 and 9 provide the same information but for the interim condition when the new proposed Elmont Station would only accommodate eastbound LIRR riders.

Table 6 provides a summary of the mode share changes that would result in more project-generated trips via transit resulting in a change from 83 percent to 48 percent auto share on a weeknight fully sold-out hockey game (e.g., Islanders vs. Rangers) and 88 percent to 58 percent auto share for a Saturday evening fully sold-out hockey game. The table also shows how an increase in AVO can further reduce the number of auto trips on the CIP.

- The LIRR share would increase from to 12 percent to 30 percent on weeknights
 (including 1 percent for commuters that would utilize the new LIRR Elmont Station
 taking the LIRR to their workplace in the morning and back to the arena for the
 game, and then driving home after the game), and from 7 percent to 24
 percent on Saturday nights
- The combination of regular bus service with charter buses and shuttle buses from other park-and-ride locations and transit connections would increase from 2 percent to 19 percent on weeknights and from 2 percent to 15 percent on Saturday nights
- The AVO for autos and ridesharing vehicles would increase from 2.75 to 3.1
 persons per vehicle on weeknights and from 3.0 to 3.4 on Saturday nights based
 on carpooling incentives and group rideshare opportunities.
- Overall, the net reduction in vehicle trips (accounting for an offset due to the addition of new buses to reflect the increase in use) is estimated at 1,899 trips during the weeknight peak hour and 1,742 trips during the Saturday night peak hour

Table 7 summarizes the projected effect on the unmet demand on the CIP by showing the vehicle reduction and contrasts it with the unmitigated levels reported in the FEIS for both the northbound and southbound directions. This includes the reduction for the

Page 29 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

mode share and occupancy measures noted in Table 6 and then layers in the additional measures of reducing background conditions and providing arena trip adjustments to north-south arrival patterns.

- The reduction from the measures identified above includes 1,941 peak hour auto and taxi trips on a weeknight (804 northbound CIP, 981 southbound CIP, and 156 on Hempstead Avenue/Turnpike) and 1,773 vehicle trips on a Saturday evening (734 northbound CIP, 896 southbound CIP, and 142 on Hempstead Avenue/Turnpike).
- Background traffic diversions are estimated at a reduction of 655 vehicles on a weeknight (435 northbound and 220 southbound) and about 875 vehicles on a Saturday (447 northbound and 428 southbound)
- The opportunity to redirect project-generated trips between northbound and southbound CIP arrivals would result in a weeknight increase of 195 northbound CIP vehicles and a decrease of 195 southbound vehicles. For Saturday, there would be a 280 vehicle decrease northbound and 280 vehicles increase southbound.

In summary and as presented in Table 7, following the implementation of the Demand Management Strategies discussed herein, the CIP would have an unmet vehicle demand of 186 vehicles in the northbound direction, and 208 vehicles in the southbound direction for a weeknight sold-out hockey event. The unmet demand for a Saturday evening sold-out hockey event is 39 vehicles on the northbound CIP and 50 vehicles on the southbound CIP.

Table 6 – Projected Weeknight and Weekend Event Trip Patterns with Carpooling, Early Arrival, and Mode Shift Strategies

		FEIS Ur	nmitigated		FEIS Mitigated					
			Average				Average			
			Vehicle				Vehicle		Decrease in	
	Mode		Occupancy				Occupancy	Vehicle-	Vehicle	
	Share	Person-Trips	(AVO)	Vehicle-Trips		Person-Trips	(AVO)	Trips	Trips	
				eak Hour Entry						
Auto	83%	9,711	2.75		48%	5,011	3.1	1,617	1915	
Taxi	3%	351	2.75	128		313	3.1	101	27	
LIRR	12%	1,404			29%	3,028				
Transit Bus	2%	234		12	2%	209		10	2	
Commuter Parking in North Lot, LIRR to Game					1%	104				
Charter/School Bus for Large Groups					2%	209		5		
Shuttle Bus to Jamaica/Subway Connection					3%	313		8		
Shuttle Bus to LIRR Rockville Center					5%	522		13		
Shuttle Bus to Remote Parking Facilities					7%	731		18		
Total Peak-Hour Person Trips		11,700				10,440				
Total Auto/Taxi Trips				3,659				1,718	1,941	
Total Bus Trips				12				55	-43	
Total Vehicle Trips				3,671				1,772	1,899	
		Saturday E	vening Pre-Ever	nt Peak Hour Ent	ry Trips					
Auto	88%	10,296	3.00	3,432	58%	5,742	3.4	1,689	1743	
Taxi	3%	351	3.00	117	3%	297	3.4	87	30	
LIRR	7%	819			24%	2,376				
Transit Bus	2%	234		12	2%	198	20	10	2	
Commuter Parking in North Lot, LIRR to Game					0%	0				
Charter/School Bus for Large Groups					2%	198		5		
Shuttle Bus to Jamaica/Subway Connection					3%	297		7		
Shuttle Bus to LIRR Rockville Center					3%	297		7		
Shuttle Bus to Remote Parking Facilities					5%	495		12		
Total Peak-Hour Person Trips		11,700				9,900				
Total Auto/Taxi Trips				3,549				1,776	1,773	
Total Bus Trips (on Hempstead)			·	12			·	42	-30	
Total Vehicle Trips				3,561				1,818	1,742	

Page 30 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Table 7 - Cross Island Parkway Unmet Demand with Mitigation Strategies

		Weeknight Ho	ckey Game	Saturday Nigh	t Hockey Game	
		6:30 - 7:30 PM Peak Hour		6:00 - 7:00 PM Peak Hour		
		Sold-Out	Sold-Out	Sold-Out	Sold-Out	
	Parkway	FEIS	FEIS	FEIS		
Parameter	Direction	Unmitigated	Mitigated	Unmitigated	FEIS Mitigated	
Original Unmat Damand	Northbound	1,230	1,230	1,501	1,501	
Original Unmet Demand	Southbound	1,604	1,604	1,094	1,094	
	Total (from					
	Table 5)		-1,941		-1,773	
Demand Management Strategies	NB CIP		-804		-734	
	SB CIP		-981		-896	
	Hempstead		-156		-142	
Background Traffic Re-Routing Onto Alternate	Northbound		-435		-447	
Highways	Southbound		-220		-428	
Adicated Hamet Democrad	Northbound	1,230	-9	1,501	319	
Adjusted Unmet Demand	Southbound	1,604	403	1,094	-230	

Project-Generated Traffic Rerouting	Northbound		195		-280
Froject-Generated Trajjic Keroating	Southbound		-195		280
Final Unmet Demand	Northbound	1,230	186	1,501	39
Final Offinet Demand	Southbound	1,604	208	1,094	50

7.1 Interim Conditions Before LIRR Elmont Station Completion

The ability to attract more LIRR ridership to the arena is a critical Demand Management Strategy and the completion of the new LIRR Elmont station underpins the strategy. The station is not expected to be fully open by the arena's opening date. Only the eastbound platform would be completed. Tables 8 and 9 provide the summary compilation of vehicle trip reduction for this interim condition.

The continuation of the existing Belmont Park spur station during arena events, the eastbound platform, and the provision of shuttle bus park-and-ride services to Main Line stations including Jamaica, Rockville Centre, and Mineola or New Hyde Park, would still provide opportunities to attract LIRR ridership, though it would realistically be less than when the full station opens. As shown in Table 8, the adjusted mode share is expected to increase from 12 percent to 17 percent on weeknights and from 7 percent to 12 percent on Saturday nights.

Page 31 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Table 8 - Projected Interim Conditions Travel Patterns

Table 8 – Projected Interim Conditions Travel Patterns									
		FEIS Ur	nmitigated		FEIS Mitigated				
			Average				Average		
			Vehicle				Vehicle		Decrease in
	Mode		Occupancy				Occupancy	Vehicle-	Vehicle
	Share	Person-Trips	(AVO)	Vehicle-Trips	Mode Share	Person-Trips	(AVO)	Trips	Trips
		Weekni	ght Pre-Event P	Peak Hour Entry	Trips				
Auto	83%	9,711	2.75	3,531	57%	5,951	3.1	1,920	1612
Taxi	3%	351	2.75	128	3%	313	3.1	101	27
LIRR	12%	1,404			17%	1,775			
Transit Bus	2%	234		12	2%	209		10	2
Commuters Using LIRR to Game					1%	104			
Charter/School Bus for Large Groups					2%	209		5	
Shuttle Bus to Jamaica/Subway Connection					3%	313		8	
Shuttle Bus to LIRR Rockville Centre/Mineola					8%	835		21	
Shuttle Bus to Remote Parking Facilities					7%	731		18	
Total Peak-Hour Person Trips		11,700				10,440			
Total Auto/Taxi Trips				3,659				2,021	1,638
Total Bus Trips				12				63	51
Total Vehicle Trips				3,671				2,083	1,588
		Saturday E	vening Pre-Ever	nt Peak Hour Ent	try Trips				
Auto	88%	10,296	3.00	3,432	67%	6,633	3.4	1,951	1481
Taxi	3%	351	3.00	117	3%	297	3.4	87	30
LIRR	7%	819			12%	1,188			
Transit Bus	2%	234		12	2%	198	20	10	2
Commuters Using LIRR to Game					0%	0			
Charter/School Bus for Large Groups					2%	198		5	
Shuttle Bus to Jamaica/Subway Connection					3%	297		7	
Shuttle Bus to LIRR Rockville Centre/Mineola					6%	594		15	
Shuttle Bus to Remote Parking Facilities					5%	495		12	
Total Peak-Hour Person Trips		11,700				9,900			
Total Auto/Taxi Trips			•	3,549		·		2,038	1,511
Total Bus Trips (on Hempstead)				12				50	
Total Vehicle Trips 3,561 2,088					1,473				

As shown in Table 9, the net effect during this interim period is that there would be an unmet demand of 337 vehicles on the northbound CIP, and 336 vehicles on the southbound CIP during a weeknight sold-out hockey game. The unmet demand during the interim condition for a Saturday sold-out hockey game is 158 vehicles on the northbound CIP and 172 vehicles on the southbound CIP.

Page 32 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

Table 9 – Cross Island Parkway Unmet Demand with Mitigation Strategies – Interim Condition (No WB Service at Elmont Station)

		Weeknight H	lockey Game	Saturday Nigh	t Hockey Game	
		6:30 - 7:30 P	M Peak Hour	6:00 - 7:00 PM Peak Hour		
		Sold-Out	Sold-Out	Sold-Out	Sold-Out	
	Parkway	FEIS		FEIS		
Parameter	Direction	Unmitigated	FEIS Mitigated	Unmitigated	FEIS Mitigated	
Original Unmet Demand	Northbound	1,230	1,230	1,501	1,501	
Original Offinet Demand	Southbound	1,604	1,604	1,094	1,094	
	Total (see					
	table 7)		-1,638		-1,511	
Demand Management Strategies	NB CIP		-679		-626	
	SB CIP		-828		-764	
	Hempstead		-131		-121	
Background Traffic Re-Routing Onto	Northbound		-435		-447	
Alternate Highways	Southbound		-220		-428	
Adition of Demons	Northbound	1,230	117	1,501	428	
Adjusted Unmet Demand	Southbound	1,604	556	1,094	-98	

Project Congrated Traffic Parauting	Northbound		220		-270
Project-Generated Traffic Rerouting	Southbound		-220		270
Final Hamat Damand	Northbound	1,230	337	1,501	158
Final Unmet Demand	Southbound	1,604	336	1,094	172

7.2 Other Factors Influencing Demand Management Strategies

7.2.1 Actual Attendance Data

The analyses in the FEIS are predicated on a sold-out hockey game which all ticket holders attend. This is a highly conservative assumption. A review of Islanders ticket sales and attendance data show that a capacity sold-out event has not occurred in the past three seasons. In practice, a fully sold-out hockey game would represent only a few games that are in very high demand, (e.g., a playoff game between the NY Rangers and the Islanders). Even in such a sold-out event, it is still common that some portion of ticket-holders are "no-show" for various reasons. Some level of unsold tickets and no-shows are typical for most sports events. Attendance data from arenas comparable to the Project demonstrate that approximately 5 percent of ticket-holders for sold-out hockey games fall into the "no-show" category, while the no-show rate for concerts is approximately 2 percent.

An alternative measure of the actual attendance level for a representative event day is the 85th percentile attendance. For regular season hockey games at Nassau Coliseum during the 2005-2015 seasons, approximately 5.1 percent of tickets were unsold for the 85th percentile attendance level event on weekdays and approximately 1.2 percent of tickets were unsold for the 85th percentile attendance level event on weekends. Assuming an 8 percent no-show factor (persons who purchased tickets but did not attend the event), which is based on the lowest current no-show rate for regular season NY Islanders games, there would be an actual attendance of 15,715 patrons for the 85th

Page 33 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies

percentile weeknight game and an actual attendance of 16,361 patrons for the 85th percentile Saturday night game (based on a 18,000 seat capacity). These attendance levels would result in less unmet demand on the CIP northbound and southbound approaches during the weeknight and weekend evening pre-event peak hours. Overall, this indicates that the ability to mitigate unmet demand would be more achievable under typical design day attendance events and the Demand Management Strategies would be monitored and customized to achieve the best results for any level of attendance or type of event.

7.2.2 Operational Improvements

The reduction in traffic on the CIP also leads to operational improvements where on/off ramps create merge points along the corridor. The theoretical capacity of a 3-lane limited access facility is projected to be approximately 1,900 to 2,000 vehicles per hour per lane, or 5,700 or 6,000 vehicles per hour for the 3-lane CIP in each direction. The estimated peak hour throughput in the FEIS unmitigated condition was approximately 4,500 vehicles. The lower throughput was due in part to the heavy entry and exit ramp volumes at interchanges along the CIP. The merge and weave conditions at these interchanges created operational constraints that reduced throughput on the CIP as a whole. With the reduction in traffic volumes described above, the operation of merge and weave areas would improve and, as a result, the throughput would increase, which would further reduce the remaining unmet demand presented in Table 6.

8 Implementing and Monitoring the Demand Management Strategies

The Demand Management Strategies will be used to implement the improvements specified in the FEIS Mitigation chapter in order to reduce vehicular demand and delay on the CIP. These strategies will be coordinated with the overall transportation operations on an ongoing basis, and to monitor, evaluate, and revise the plan as needed.

This plan also includes a monitoring component, describing the measures of effectiveness that will be included in the program, namely, the frequency of monitoring, goals and objectives, and mitigation strategies if certain criteria are not being met. The Monitoring Plan is described in more detail in Section 2 of the TMP. The data collected through the monitoring program will support an evaluation process to refine this plan based on actual observed conditions as the venue develops a greater understanding of mode usage and ingress and egress patterns for different event types. The Demand Management Strategies is therefore a document which will be revised to optimize performance by NYAP in consultation with all participating agencies and transportation organizations involved in its implementation based on real life conditions and data collected as part of the Monitoring Plan.

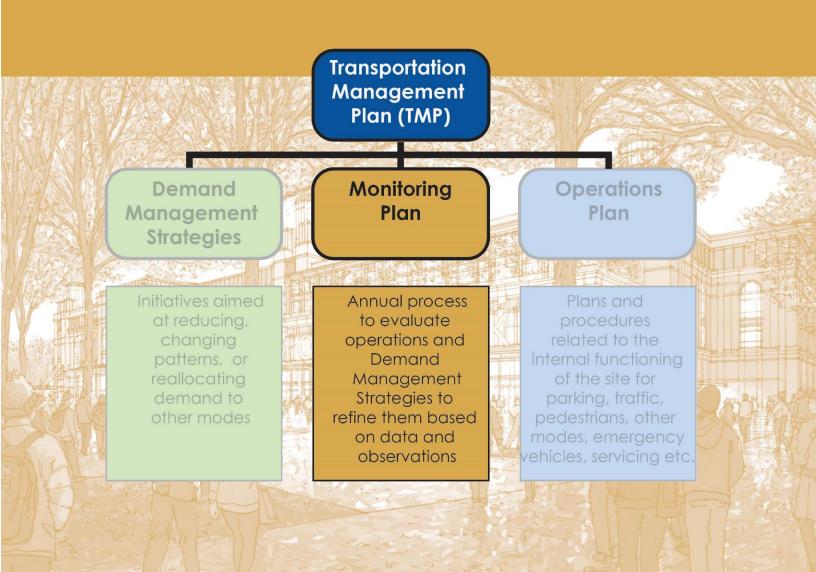
This Draft of the Demand Management Strategies report is being released concurrently with the FEIS to provide more detail on the mitigation measures recommended in this document. The TMP, which includes on-site operations elements relating to items such

Page 34 | Belmont Park Redevelopment Plan – Draft Demand Management Strategies



Transportation Management Plan

Section 2: Monitoring Plan DRAFT June 2019



1 Monitoring Plan

The Monitoring Plan provides for both internal (NYAP) and external (stakeholder) examination of the overall TMP (including both the Demand Management Strategies and the Operations Plan). This will allow for continuous evaluation to measure how closely the plan is achieving expected results and identify ways to improve the plan and accommodate new or unforeseen conditions. A program for training internal auditors will be created to examine the various aspects of the TMP. Regular audits will be conducted by NYAP and other stakeholders as required by project commitments memorialized in the General Project Plan (GPP). These audits would be combined into an annual report that compares actual operating conditions to that of previous years to determine areas of improvement as well as areas of success.

An on-going monitoring program will be implemented to assess event day performance against the projections included in the Demand Management Strategies of the TMP and the Transportation chapter of the FEIS. The assessment tools may include a combination of the following:

- Field surveys
- Traffic counts
- Traffic observations
- Use of transportation analytics data sources (such as Google Maps and StreetLight)
- Aerial time-lapse queuing observations
- Patron surveys, including trip generation, internal trip capture, pass-by trip rates, origin-destination data, and mode choice on event and non-event days.

The key measures of effectiveness that will be measured include the following:

- Travel times and/or speeds on the Cross Island Parkway (CIP), Hempstead Turnpike, and other major roads in the region
- Comparison of the duration and length of queues on these roads on event and non-event days
- Mode share studies and arrivals by time before event by mode
- Time to clear the Project after an event, as defined by an agreed-upon definition of clear time established by the operations committee described in the Transportation Management Plan
- Vehicle occupancy surveys
- Traffic counts on the CIP mainline and ramp locations on representative event days and non-event days
- Parking accumulation studies
- Observations of the effectiveness of neighborhood parking restrictions.
- First responder activity and response times at the Project and evaluation of emergency response times for the region on event and non-event days

A "congestion index" would create a usable record of real-time traffic flow conditions on a number of roadways around the Project Sites. This would be developed using data sources such as Google Maps, Waze, StreetLight, or AirSage that provide information on current and/or historical traffic conditions so the index could measure traffic flow for existing and future event and non-event days, and comparisons can be drawn between different types of events.

These surveys will be conducted on a regular basis, including monthly surveys after the opening of the Project, quarterly surveys in the first two years of operation, and annual surveys thereafter for hockey and representative large events. The results of these surveys would be reported to ESD in an annual reporting format. A series of mitigation strategies would be evaluated and adjusted as needed and in consultation with stakeholders. These include:

- Additional or redirected transit incentives
- Additional or redirected carpool incentives
- Exploration of increased off-site parking utilization strategies
- Expanded use of pre-event fan communication methods to encourage alternate modes and off-peak arrival and departure patterns
- Increase or reconfigured transit service
- Incentives to increase coach bus utilization
- Additional incentives for guests to visit other dining and retail village establishments on-site before or after events
- Additional parking enforcement strategies

Over time, monitoring of traffic conditions under different types of events and attendance levels would allow NYAP and its transportation manager to implement a set of Demand Management Strategies that is matched to the level of traffic expected from different events.

Belmont Park Redevelopment Project

Transportation Management Plan

Section 3: Operations Plan DRAFT June 2019

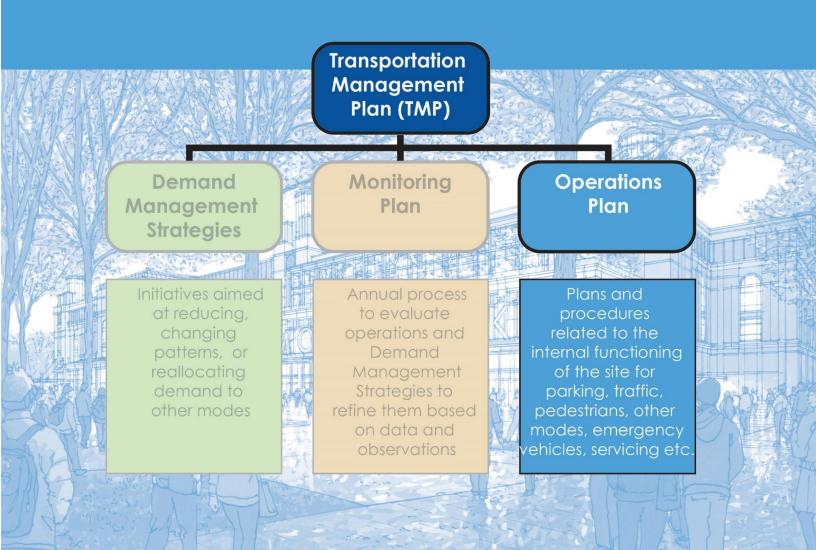


Table of Contents

1	lı	ntro	oduc	ction	1
2	F	Proje	ect	Context	3
	2.1		Proj	ect Components and Adjacent Uses	5
	2	2.1.	1	Retail Village	5
	2	2.1.2	2	Hotel	5
	2	2.1.3	3	Arena	5
	2	2.1.4	4	Belmont Racetrack	5
3	(Cor	nmc	and Structure and Stakeholder Coordination	7
	3.1		Day	to Day Command, Control and Communication (C-3)	8
	3.2		Оре	erational Areas	8
	3.3		Trar	nsportation Operations Center (TOC)	10
	3.4		Trar	nsportation Manager	10
	3	3.4.	1	Crowd Management	10
	3	3.4.2	2	Parking and Traffic Control	10
	3	3.4.3	3	Internal Shuttle Services	12
	3	3.4.4	4	Bus Parking	12
	3	3.4.5	5	Ridesharing	12
4	F	Proje	ect-	Generated Demand Estimates	13
5	F	Park	king		14
	5.1		Parl	king Supply	14
	5.2		Estir	nated Parking Use and Allocation	14
	5.3		Parl	king Lot Access and Payment	16
	5	5.3.	1	North Lot	16
	5	5.3.2	2	East Lot	17
	5.4		Parl	king Permits	18
6	4	Aco	cess	to the Project	20
	6.1		Acc	cess Points	20
	6	5.1.	1	North Lot Ingress	21
	6	5.1.2	2	North Lot Egress	21
	6	5.1.3	3	Hempstead Turnpike Site A and Site B Ingress	22
	6	ś.1.₄	4	Hempstead Turnpike Site A and Site B Egress	23
	6.2		Buse	es - Coach, Charter and External Shuttle Buses	26
	6.3		Deli	very and Freight Management	28
	6	5.3. ⁻	1	Access and Site Management	28
P	age	i	Beli	mont Park Redevelopment Project - Draft Operations Plan	

6.3	3.2	Arena Loading and Freight Facilities	28
6.3	3.3	Retail Village Loading and Freight Facilities	30
7 Ro	adw	ay Network	31
7.1	Inte	ernal Road Network	31
7.2	Eve	ent Traffic Optimization Strategies	33
7.2	2.1	Ingress Off-ramps – CIP to Hempstead Turnpike via Exit 26B	33
7.2	2.2	Egress On-Ramps	33
8 Ric	desh	aring	35
8.1	Rid	eshare Ingress	36
8.2	Rid	eshare Egress	38
9 Pu	ıblic 1	Transit	40
9.1	Exis	sting Services	40
9.	1.1	MTA Bus Services	40
9.	1.2	NICE Bus Routes	41
9.	1.3	LIRR	41
9.2	Fut	ure LIRR Services	43
10 Int	terna	l Shuttle Buses	47
10.1	No	rth Lot Shuttle	47
10.2	Shu	uttle from New LIRR Elmont Station	49
10.3	Re	tail Village Shuttle	49
10.4	Sou	uth and East Lot Shuttles	50
11 Pe	edest	rian Flow and Safety	53
11	.1.1	North Lot	53
11	.1.2	Arena Area and East/South Lot Parking	54
11	.1.3	East Lot	54
12 Pr	e-Eve	ent Communication	56
12.1	Tec	am Website	57
12.2	Soc	cial Media	60
12.3	Wo	nze	61
13 Si	gnag	ge and Wayfinding	64
13.1	Re	gional Signage Plan	66
14 Sto	affing	J	68
14.1	No	rth Lot	69
14.2	Sou	oth Lot and Jughandle	70
14.3	Eas	st Lot	70

List of Figures	
Figure 1 – Layout and Components of the Operations Plan	••••
Figure 2 – Project Context	4
Figure 3 – Project Components and Adjacent Uses	
Figure 4 – Operational Areas	
Figure 5 – Staffing Plan	1
Figure 6 – Parking Supply	1.
Figure 7 – Weeknight Event Parking Demand	1
Figure 8 – North Lot Toll Booths	17
Figure 9 – East Lot Toll Booths	18
Figure 10 – Prototype Parking Permit Hangtag	19
Figure 11 – Entry (Ingress) and Exit (Egress) Points	20
Figure 12 – North Lot Ingress	2
Figure 13 – North Lot Egress	2
Figure 14 – Access from Hempstead Turnpike	2
Figure 15 – Gate 5 Road Improvements	2
Figure 16 – Hempstead Turnpike and Retail Village Egress	2
Figure 17 – Site A Coach Bus, Charter Bus, and External Shuttle Ingress and Egress	2
Figure 18 – Site B Coach Buses Ingress and Egress	2
Figure 19 – Freight Movements to and from the Project	29
Figure 20 – Project Circulation Roadway Network	32
Figure 21 – Hempstead Ave Mitigation	3
Figure 22 – Example of creating free flow entry to CIP from on-ramps	34
Figure 23 – General Ridesharing areas	3
Figure 24 – Rideshare Ingress Routing	3
Figure 25 – Arena Ridesharing Pick-up/Drop-off Area	38
Figure 26 – Ridesharing Egress	
Figure 27 – Existing Public Transit Services	42
Figure 28 - Commuter Parking for New LIRR Elmont Station	4
Figure 29 – North Lot Shuttle	
Figure 30 – LIRR Elmont Station Shuttle	
Figure 31 – Retail Village Shuttle	
Figure 32 – South and East Lot Shuttle Bus to Retail Village	
Figure 33 – Queuing for Elmont Station and North Lot Shuttles	
Figure 34 – Queuing for Transportation in Arena Area	
Figure 35 – Queuing in East Lot for South and East Lot Shuttle	
Figure 36 – Travel Mode Opportunities to Access the Project	
Figure 37 – Sample Travel Directions Map from the Baltimore Ravens Website	
Figure 38 – Sample Interactive Event Day Travel Maps from the Kansas City Chiefs Tec	
Website	58
Figure 39 – Sample of ParkWhiz Link from NY Islanders Team Website Homepage	
Figure 40 – Sample from the Belmont Stakes Information Page of the MTA LIRR Website	
Figure 41 – Sample from the CitiField Information Page of the MTA Website	
Figure 42 – Sample of MetLife Stadium and Arizona DOT Twitter Pages	60

Page iii | Belmont Park Redevelopment Project - Draft Operations Plan

Figure 43 – Sample Custom Travel Directions Provided by Waze App for New I	England
Patriots	61
Figure 44 – Waze Traffic Monitoring Capabilities	62
Figure 45 – Example of Notifications to Waze Users in the Region	
Figure 46 – Examples of Clear Signage	
Figure 47 – Examples of Consistent Signage	
Figure 48 – Example of Sequential Signage	65
Figure 49 – Examples of Visible Signage	66
Figure 50 – Regional Signage Locations and Conceptual Messaging	67
Figure 51 – North Lot Staffing Plan	69
Figure 52 – South Lot Staffing Plan	70
Figure 53 – East Lot Staffing Plan	
Figure 54 – Arena Area Staffing Plan	72
List of Tables	
List of Tables	
Table 1 – Development Program	5
Table 2 – TMP Operational Management Roles and Responsibilities	7
Table 3 – Weeknight Pre-Event Peak Hour Demand	13
Table 4 – Personnel by Service Area and Type	68

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Page v Belmont Park Redevelo	opment Project - Draft Oper	ations Plan	

1 Introduction

This Operations Plan has been developed to provide an overview of operations for the Belmont Park Redevelopment Project (Project). It is part of the overall Transportation Management Plan (TMP) and will be used by the Project's management team. This document details all site related transportation activity related to the Project to ensure that the activities are understood and coordinated. New York Arena Partners (NYAP) is the owner and operator of the Project. NYAP will continue to refine the Operations Plan in consultation with stakeholders prior to Project opening and it will be adapted to the varying needs of different types of events held at the Project, based on demand and customer profiles (e.g. expected mode of travel). The Operations Plan encompasses all aspects of the movement of patrons and customers for all components of the Project. It is a "playbook" for the venue managers that describes the Project, vehicular, pedestrian, and transit operations on the project site (referred to as the 'site' within this Operations Plan), staffing and traffic management device deployment, as well as the structure of the internal venue operations team, their roles and places, and the expectations with respect to the movement of patrons. As visually depicted in Figure 1, these components provide the framework used for this Operations Plan document. These components of the Operations Plan are organized in the following manner:

- **Summary description** of Project, site access, and estimated peak demand at the Project as well as overall management and command structure (Figure 1, blue symbols).
- Traffic and parking operations, including: a review of the Pre-event communications as noted in the TMP's Section 1: Demand Management Strategies, signage and wayfinding recommendations nearby and within the site and staffing in the site (Figure 1, green symbols).
- **External access** plans for generalized access by direction to the site. The Operations Plan also summarizes parking within the site as well as ingress and egress requirements around the site Figure 1, orange symbols).
- Multimodal travel options and how they enter and operate within the site. This
 includes pedestrian movements on site, queuing, internal shuttle stops and
 routing and the interaction with public transit Figure 1, violet symbols).

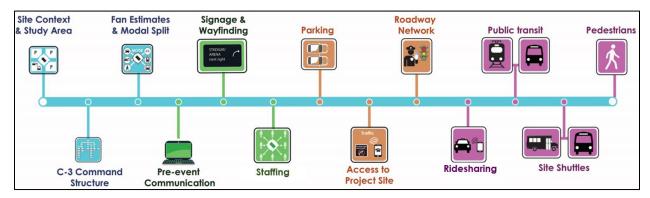


Figure 1 – Layout and Components of the Operations Plan

The Operations Plan is based on the best information available at this time but it is envisioned to be a living document, and will be refined right up to the Project's opening and improved with ongoing monitoring and evaluation of the effectiveness of plan elements. The figures and maps utilized in the Operations Plan are for illustrative purposes only.

2 Project Context

The Project includes the proposed arena, retail village, hotel, and other ancillary development on 43 acres adjacent to Belmont Racetrack, at the border of Queens and Nassau Counties. The primary access roads for the site are the Cross Island Parkway (CIP) and Hempstead Turnpike. As shown in Figure 2, the Project is divided by Hempstead Turnpike, with Site A to the north (as well as the North, South and East parking lots, and the LIRR Belmont Park station) and Site B to the south.

The Long Island Rail Road (LIRR) Main Line track runs along the northern perimeter of the site with stations at Queens Village to the west and Bellerose to the east, as well as a spur station at Belmont Park that is used to provide access for the Belmont Stakes and other racing events. The LIRR will be developing a new Elmont station to the north of the Project to provide additional regular service to the site and to the larger Elmont community and the existing LIRR Belmont Park station will remain in operation for event days. There are two New York City bus lines and one Nassau County bus line serving Belmont Park.

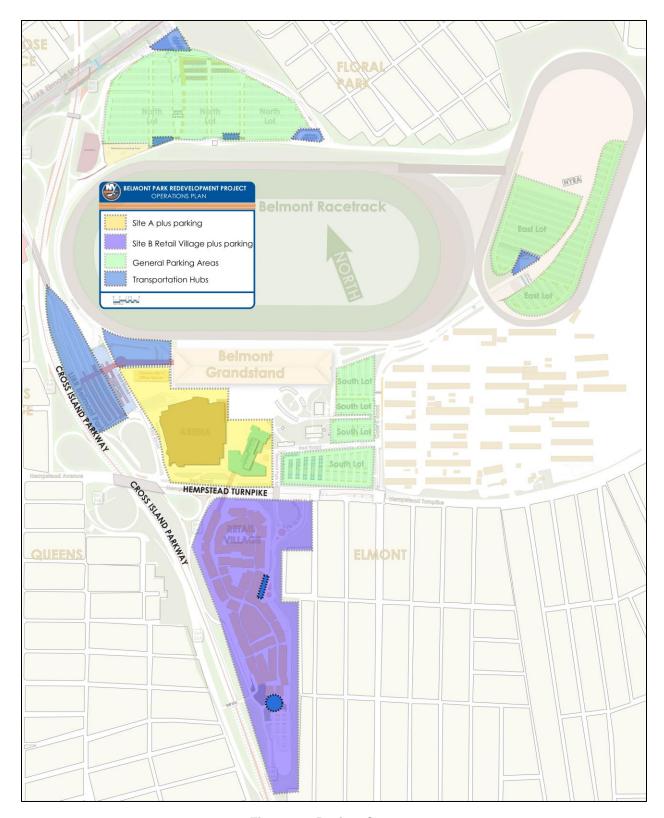


Figure 2 – Project Context

2.1 Project Components and Adjacent Uses

The Project development program is summarized in Table 1. Project components and adjacent uses are shown in Figure 3.

Table 1 - Development Program

Project Component	Size	Units
Retail Village	350,000	square feet
Experiential Retail (Site A)	85,000	square feet
Hotel	250	Rooms (keys)
Office	30,000	square feet
Community Space	10,000	square feet
Arena	Up to 19,000	seats

2.1.1 Retail Village

The retail village will be accessed by a mix of auto, transit, shuttle buses, and ridesharing services. It will be located south of Hempstead Turnpike ("Site B"). Vehicular connectivity between Site B and the other development components will be provided via the existing tunnel under Hempstead Turnpike. The existing tunnel features a clearance of 9'-3", and it will not be excavated to allow larger vehicles to pass through. The tunnel roadway is 48' wide, and it currently operates as two lanes per direction during the Belmont Stakes. The tunnel would also be reconfigured to provide three lanes within the existing paved footprint, including one lane in each direction and a center reversible lane, to better meet the circulation needs of the Project.

2.1.2 Hotel

The hotel will include up to 250 rooms and a banquet facility. Some parking spaces will be reserved for the hotel and hotel events in the adjacent parking areas.

2.1.3 Arena

The arena will be designed to provide 18,000 seats for NY Islander games and 19,000 seats for concerts. NY Islander games will start at 7:30 PM on weeknights and 7:00 PM on weekend evenings. A small number of weekend midday NHL hockey games may also be scheduled each year.

2.1.4 Belmont Racetrack

The Belmont Racetrack is currently used for daytime horse racing on Wednesdays through Sundays in the late spring, early summer and early fall. The Racetrack is not used for evening events, and there are no confirmed plans to schedule evening events ("night racing"). NYRA and NYAP will coordinate schedules to minimize overlapping events at the Racetrack and arena. Based on discussions with NYRA staff, Racetrack patrons start arriving at 10 AM on days with live racing and most have departed by 4 to 5 PM. The peak Racetrack parking accumulation is assumed to occur between the hours of 11 AM and 4 PM, and there is no demand for the Racetrack in the evening hours.

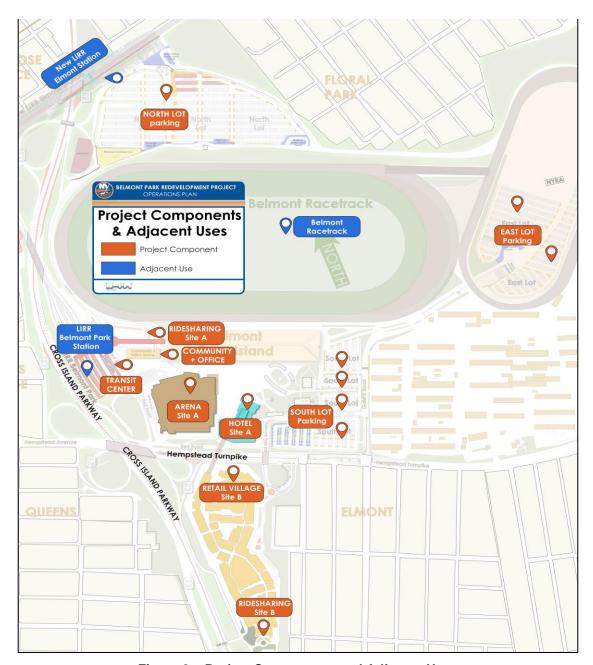


Figure 3 - Project Components and Adjacent Uses

If night racing is approved, NYAP and NYRA have agreed to coordinate in such a manner that night racing would not be scheduled on the same evening as a hockey game and that night racing and non-hockey arena events could be scheduled on the same evening as long as the aggregate attendance for both events does not exceed the maximum attendance level for a sold-out hockey game (18,000 seats). Any parking provided on the site would be made available for use by Belmont Park in connection with the running of the Belmont Stakes and the Breeder's Cup. Moreover, there would be no arena events held on Belmont Stakes day.



3 Command Structure and Stakeholder Coordination

This section of the Operations Plan describes the elements of the internal site command structure including stakeholder coordination. The specific details will be refined based on stakeholder input up to a year before the opening of the Project. A list of stakeholders is presented in Table 2.

Table 2 – TMP Operational Management Roles and Responsibilities
Stakeholders, Agency, or Entity
Lessees
New York Belmont Development Partners, LLC/New York Arena Partners, LLC
(NYAP)
The New York Racing Association, Inc. (NYRA)
New York State
Empire State Development (ESD)
Office of General Services (OGS)
Franchise Oversight Board (FOB)
New York State Department of Transportation (NYSDOT)
Department of Homeland Security Emergency Services (DHS)
New York State Office of Parks, Recreation and Historic Preservation (OPRHP)
MTA Long Island Rail Road (LIRR)
MTA Bus Company
MTA New York City Transit
Nassau County
Nassau County Police Department and Emergency Ambulance Bureau (NCPD)
Nassau County Department of Public Works (NCDPW)
Nassau Inter-County Express (NICE)
Town of Hempstead
Highway Department
Elmont Fire Department (EFD)
Village of Floral Park and South Floral Park
Floral Park Fire Department (FPFD)
Floral Park Police Department (FPPD)
Village of South Floral Park Fire Department
New York City
New York City Department of Transportation (NYCDOT)
New York City Police Department (NYPD)
Private Transportation Parties
Shuttle/Charter Buses
Taxi/Ridesharing Partners
Navigation App Providers (i.e., Waze and Google Maps)

3.1 Day to Day Command, Control and Communication (C-3)

Command, coordination and communication (C-3) provides the integrated framework for operations, decision-making and communication protocols within NYAP, NYRA and external delivery partners. An effective C-3 program enables decision-making at the appropriate level with clear and manageable escalation paths and information flows (how and when information and decision requirements are elevated in the chain of command). This provides for a predictable C-3 structure during for hockey games, concerts or other activities and can be flexible for Operations Plan elements may change or vary specific to the use or activity.

3.2 Operational Areas

Based on the differing demands for mobility needs within the Project, there are five general operational areas (see Figure 4):

North Lot + New LIRR Elmont Station – covers the North Lot as well as the new LIRR Elmont station, including Interchange 26D, parking, shuttle stops, and ridesharing vehicle staging areas.

Arena + Hotel + LIRR Belmont Park Station – includes the existing transit center at the LIRR Belmont Park Station (where public transit as well as transit shuttles to the retail village, the new LIRR Elmont Station and the North Lot will be located), a ridesharing area, and associated queuing areas for these services.

South Lot – includes parking as well as transit shuttle stops to the East Lot and the Gate 5 Road entrance off Hempstead Turnpike.

East Lot – includes parking and shuttle services to the arena and retail village.

Site B Retail Village – includes the Project components located south of Hempstead Turnpike, including the retail village, parking, Interchange 26A, and the Gate 14 entrance off Hempstead Turnpike eastbound.

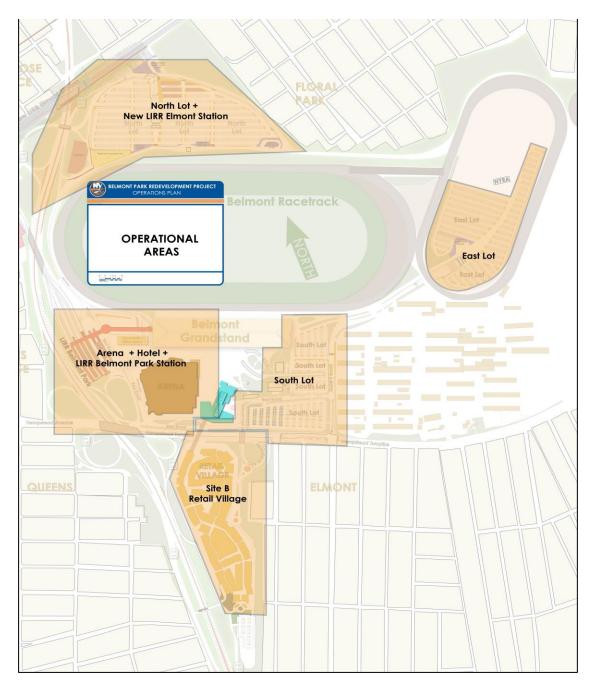


Figure 4 – Operational Areas

3.3 Transportation Operations Center (TOC)

An on-site Transportation Operations Center (TOC) will be established to ensure that there are proper communication protocols between different agencies and operational areas during an event including the ingress and egress periods.

The TOC will be a central point for monitoring and coordinating all transportation operations for the Project. It will be led by a full-time Transportation Manager and it will provide a platform for active sharing of information to manage traffic flow as well as for coordinating responses to specific incidents and provides a platform for other stakeholders such as police, fire, emergency response, etc., to be in the same location.

3.4 Transportation Manager

The Transportation Manager will be appointed by NYAP and will work with stakeholders to ensure that the strategies outlined in this Operations Plan are being implemented as intended and regularly monitored. Some of the Transportation Manger's responsibilities are described in Sections 3.4.1 through 3.4.5 with lines of responsibility shown in Figure 5. It is expected that the geography of the site lends itself to the creation of five subarea leads responsible for all of the transportation issues that fall within their jurisdiction with the overall responsibility lying with the Transportation Manager. Each subarea Manager will lead a team of personnel as noted in Figure 5 and detailed further in Section 14/Staffing.

3.4.1 Crowd Management

The Transportation Manager will oversee day to day transportation operations for the Project and, most importantly, will be tasked with event day oversight including operations staffing, and coordination with stakeholder agencies and entities. The Transportation Manager will interface with other staff at the TOC to monitor and control traffic between the various destinations on the site, parking lots, and mobility hubs/shuttle points. The Transportation Manager will plan for and monitor patron volumes moving through the site and amend plans as required. The Transportation Manager will direct and deploy a team of crowd marshals to:

- Control and monitor pedestrian access entry points into the arena gates
- Monitor and report crowd and individual behavior
- Manage queues and assist patrons with wayfinding
- Deliver patrons to the appropriate load zone attendant (for shuttles and ridesharing)
- Coordinate 'first response' first aid or critical care
- Coordinate emergency evacuations as required

3.4.2 Parking and Traffic Control

- Enforce parking permit controls
- Direct all vehicles to their appropriate loading/unloading/parking zones
- Coordinate with Site Facility/Logistics on the setup of cones/barriers/signage
- Control vehicle egress & priority movements across all modes (i.e. private bus, taxi, ridesharing services, public transit, parking shuttles, etc.)

 Monitor, relay and record bus arrivals and departures including public transit, internal shuttles, external shuttles, coach, and charter buses in order to manage space allocation at the exchange and stops as well as staging for egress.

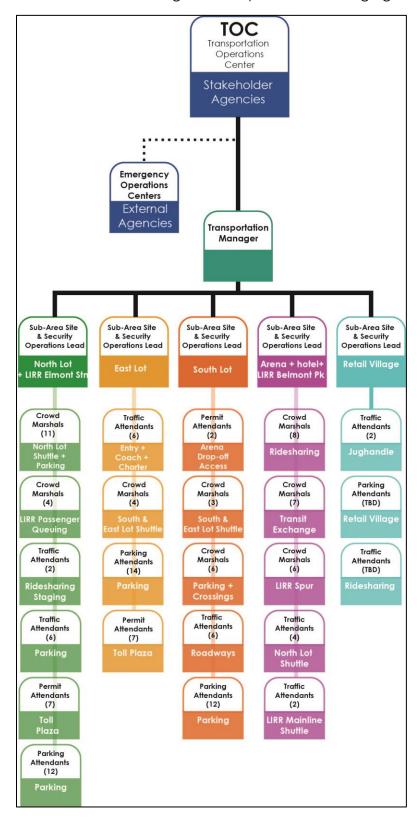


Figure 5 - Staffing Plan

Page 11 | Belmont Park Redevelopment Project - Draft Operations Plan

3.4.3 Internal Shuttle Services

The Transportation Manager will work with the operator of the internal shuttle services to ensure that the system is being run effectively on an event-by-event basis. This includes ensuring the number of shuttles matches demand and that all services are operating as expected.

3.4.4 Bus Parking

The Transportation Manager will work with bus operators to ensure a coordinated entry and exit strategy for buses (external shuttles, coach buses and charter buses) including requiring bus parking in the East Lot.

3.4.5 Ridesharing

The Transportation Manager maintains oversight over both ridesharing areas on the site including physical operations, safety, egress storage, crowd management and liaison with ridesharing services.

4 Project-Generated Demand Estimates

Project-generated demand estimates have been established in the development of the comprehensive traffic impact assessment presented in the Belmont Park Redevelopment Project Final Environmental Impact Statement (FEIS). These trip estimates also reflect the anticipated travel characteristics with the implementation of Demand Mitigation Strategies presented in Section 1 of this TMP.

Table 3 provides a summary of the estimated trips by transit and auto for a weeknight pre-event hockey game and this traffic generation represents the worst-case condition for travel demand to the Project.

Overall, the travel characteristics as defined in the FEIS, provide a framework for the Operations Plan, including the following:

- Less than 60 percent of the overall weeknight pre-event arena traffic will arrive in the peak hour before the start of the event (6:30 PM 7:30 PM). Some patrons will arrive earlier than 6:30 PM, and others are expected to arrive after 7:30 PM. This early and late arrival pattern is typical for sports events.
- More than half of the peak-hour arriving traffic will arrive via personal auto or ridesharing (taxi). Patrons are also expected to arrive via the LIRR, charter buses, coach buses, transit buses, or a number of external shuttle buses from off-site locations.
- The retail village demand is expected to peak in the mid-afternoon hours, and
 the demand is significantly lower during the evening hours. This is consistent with
 Value Retail's experience at Bicester Village and reflects the expected Value
 Retail patron profile at other similar venues around the world. There is expected
 to be minimal overlap between evening retail village demand and arena
 events.
- Most of the vehicular traffic (nearly 90 percent) is expected to arrive via the CIP northbound or southbound. The remaining 10 percent of vehicles are expected to arrive via Hempstead Turnpike eastbound and westbound.

Table 3 - Weeknight Pre-Event Peak Hour Demand

Mode of Travel	Total Event Arrivals (Patrons)	Peak Hour Arrivals (Patrons)	Peak Hour Arrivals (Vehicle Trips)
Personal Auto	8,640	5,011	1,617
LIRR	5,400	3,132	n/a
Taxi or Ridesharing	540	313	101
Charter and Coach Bus	360	209	10
Transit Bus	360	209	5
Shuttle Bus to Off-Site Parking or Other Transit Services	2,700	1,566	39
Total	18,000	10,440	1,772



5 Parking

This section includes a discussion of the on-site parking supply, parking demand for the Project and for events and parking management strategies.

5.1 Parking Supply

The Project parking supply is shown in Figure 6. The Project, in coordination with NYRA will provide for 7,854 spaces, including 2,760 spaces in the North Lot, up to 2,004 spaces in the infield of the Training Track behind the Belmont Racetrack (the "East Lot"), 1,150 spaces in the South Lot between Hempstead Turnpike and the Paddock, 400 spaces in the hotel, 40 spaces in the arena, and approximately 1,500 spaces on Site B, located south of Hempstead Turnpike. On peak event days, approximately 150 parking spaces within the North Lot would be designated as a rideshare staging area.

5.2 Estimated Parking Use and Allocation

Figure 7 shows the estimated parking accumulation over the course of the day and parking utilization by patron type on a typical weeknight NHL event day. The projected hourly parking accumulation on a typical weekday with a 7:30 PM hockey game would have a maximum parking demand from 7:00-8:00 PM. In this hour, the retail village customer parking is assumed to be minimal and is accommodated in the structure under Site B. Arena patrons will park in the remaining spaces of the Site B garage, the South Lot, North Lot and East Lot, and the hotel. Hotel parkers will park in the hotel. Employees will park in the North Lot or East Lot. No racetrack demand is assumed during the evening pre-event peak hour. A parking demand of about 4,087 spaces is anticipated while the parking supply will be 7,704 spaces (excluding the rideshare staging area in the North Lot), leaving a surplus of 3,617 spaces. This parking demand reflects the FEIS mitigated condition. The full capacity of the parking on site was established to ensure capacity for the FEIS unmitigated condition, however in the mitigated condition, the demand will be substantially lower. This may allow parking in the East and North Lots to be phased in only as demand warrants.



Figure 6 - Parking Supply

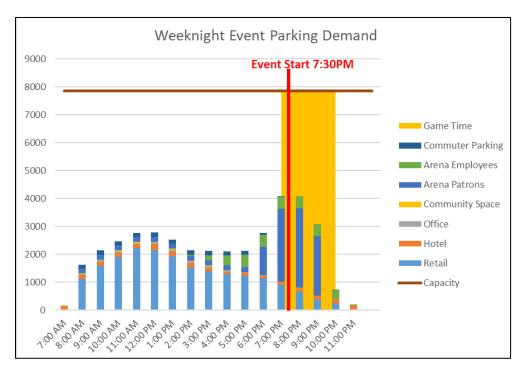


Figure 7 - Weeknight Event Parking Demand

5.3 Parking Lot Access and Payment

As patrons come into the site, there will be different ways to pay that combine new technologies with standard pay on entry depending on the lot.

North Lot: This will be a pay-on-entry lot with entry toll booths that can utilize cash, credit cards, parking permits, or verified payment via a parking app.

South Lot: This lot is a pre-paid lot via purchase of a parking permit hangtag or via a parking app. No payment will be allowed on the day of the event.

East Lot: This will be a pay-on-entry lot with entry toll booths that can utilize cash, credit cards, parking permits, or verified payment via a parking app.

Hotel: Hotel related parking would be verified and paid through hotel operations although some parking spaces would be set aside for arena VIP (i.e., suite holders but not team VIPs as players and coaches. These event-based hotel spaces are assumed to be pre-paid with no payment allowed on the day of the event.

Retail Village: Parking will be paid on exiting the facility rather than entry. Free parking will continue to be provided for customers of the retail village through validation by physical tickets or a code to use via app-based purchases. Arena patrons that do not get validation from a retailer would pay via machine or parking app to improve the exit process.

5.3.1 North Lot

As a pay-on-entry facility, the North Lot provides for a controlled parking entrance utilizing a six-booth parking payment plaza (see Figure 8). The entry plaza would be located at least a half-mile from the CIP exit ramps, to provide extensive on-site queuing to minimize potential off-site queueing. Based on a typical average processing

Page 16 | Belmont Park Redevelopment Project - Draft Operations Plan

time of 10 seconds per vehicle, the entry plaza can accommodate 360 vehicles per lane per hour, or a total of 2,160 vehicles per hour. The total pre-event demand in this lot can be up to 2,760 spaces if the lot were filled to its capacity. If an event requires the North Lot's full capacity, and assuming 58 percent of the total demand enters in the peak hour, there would be a peak-hour entry demand of approximately 1,601 vehicles well below the anticipated processing capacity of the entry plaza. The actual demand is projected to be significantly less than 1,601 vehicles because the North Lot is not expected to be parked to capacity for typical arena events. Even for an event that requires the North Lot's full parking capacity, the entry capacity of approximately 2,160 vehicles per hour exceeds the maximum projected peak hour demand, so queues at the entry plaza are expected to be minimal.

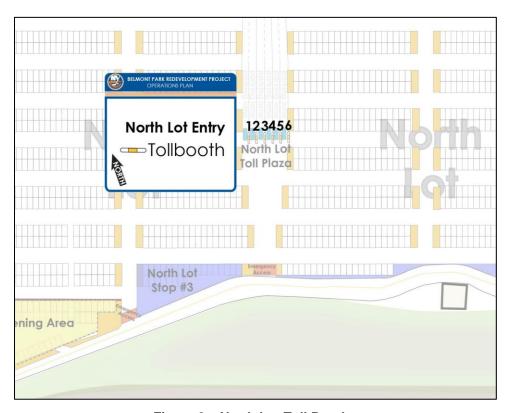


Figure 8 - North Lot Toll Booths

5.3.2 East Lot

The East Lot also uses a six-booth parking entry plaza located at the south end of the parking lot (see Figure 9). The parking booth plaza is about 2,000 feet from the Gate 5 Road entrance and 3,000 feet from the Gate 14 entrance off Hempstead Turnpike eastbound and therefore provides extended on-site queuing capacity and minimizes the potential for off-site queuing. Like the North lot, the parking entrance plaza is expected to process about 2,160 vehicles per hour. Since the total capacity of the East Lot is 2,004 spaces, the entry capacity exceeds the actual capacity of the lot. If an event required the East Lot's full capacity, and assuming 58 percent of the total demand enters in the peak hour, there would be a peak-hour entry demand of approximately 1,162 vehicles, well below the anticipated processing capacity of the parking plaza. The actual demand is projected to be significantly less than 1,162

Page 17 | Belmont Park Redevelopment Project - Draft Operations Plan

vehicles because the East Lot is not expected to be parked to capacity for typical arena events.

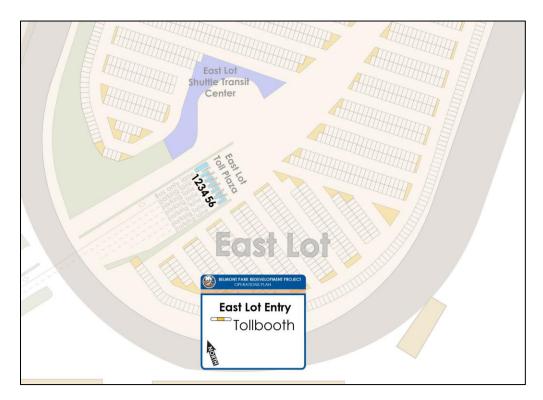


Figure 9 – East Lot Toll Booths

5.4 Parking Permits

The use of parking permits helps manage the on-site parking demand. Parking permits will be used for exclusively for South Lot and Site A (non-hotel and non-team VIP) parking areas but could also be utilized in the North and East Lots. Parking permits are pre-paid and would include pricing strategies that help to increase vehicle occupancy (i.e., one permit for a set number of seats). The parking permit credential is also intended to be used as an operational tool to facilitate where vehicles should head to their designated parking areas (such as using color credentials easily seen by parking attendants) and with directions provided on the back side of the credential (see Figure 10 for an illustrative prototype).

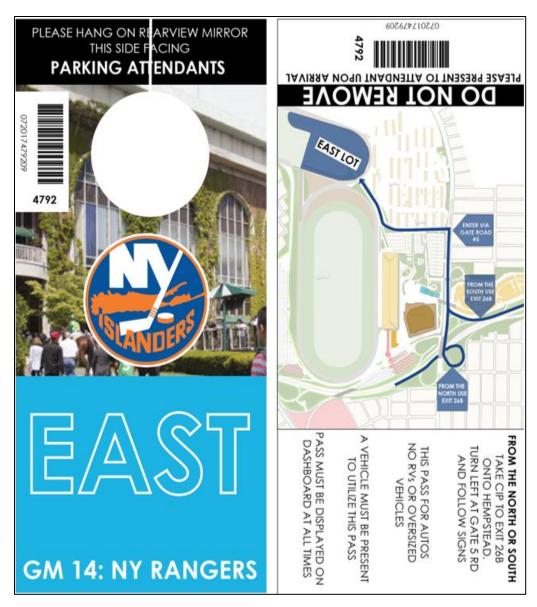


Figure 10 - Prototype Parking Permit Hangtag



6 Access to the Project

This next section describes Project arrival and departure points and patterns to and from the Project including to and from the CIP and Hempstead Turnpike.

6.1 Access Points

The Project can be accessed or exited directly via the CIP and Hempstead Turnpike as shown in Figure 11. There are three main access points off the CIP, at Exits 26A, 26B and 26D. Exit 26D access points lead into the North Lot. Exit 26B leads to Hempstead Avenue/Turnpike, from which patrons can access the arena or retail village via Gate 5 Road or Gate 14. Exit 26A would not be used as an access point to Site B for vehicles traveling in the southbound direction on the CIP; these vehicles would use Exit 26B, travel east on Hempstead Turnpike, and use Gate 14 to access the retail village.

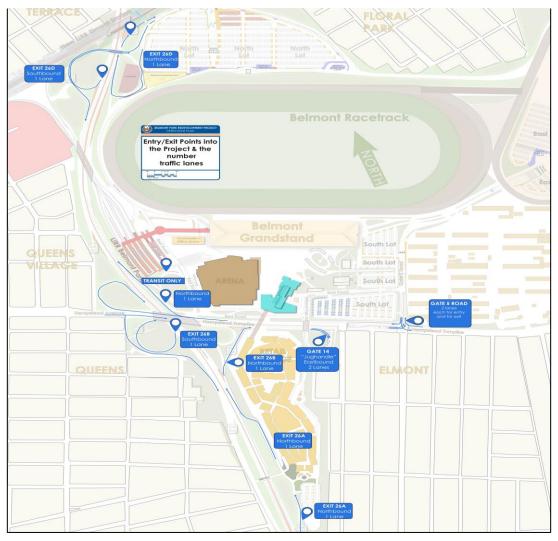


Figure 11 - Entry (Ingress) and Exit (Egress) Points

6.1.1 North Lot Ingress

As shown in Figure 12, ingress will be via Exit 26D in both the south and northbound directions to a centrally located parking entry and toll booth plaza.

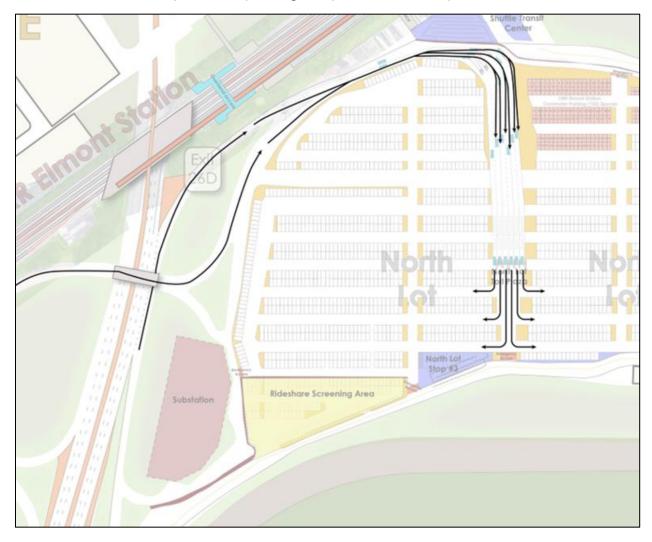


Figure 12 - North Lot Ingress

6.1.2 North Lot Egress

Egress from the parking area will be via both the toll plaza to the north circulating road as well as via the internal east-west travel lane in the lot (see Figure 13). Once out of the lot, northbound traffic proceeds south along the dedicated road to the 26D entry ramp onto the CIP. Southbound traffic crosses over the CIP and uses the 26D entry ramp onto the CIP southbound.

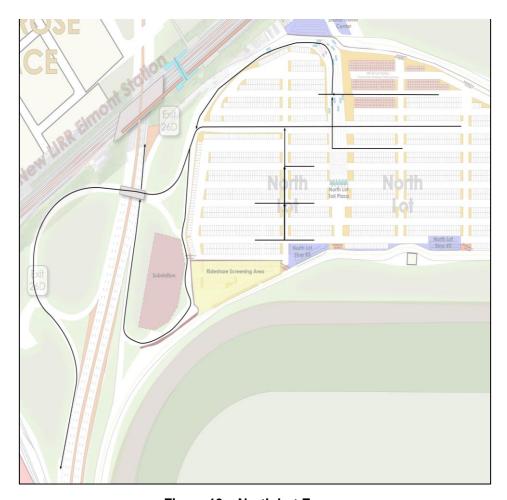


Figure 13 - North Lot Egress

6.1.3 Hempstead Turnpike Site A and Site B Ingress

Ingress to Sites A and B will be provided via Gate 5 and Gate 14 (see Figure 14). Since most of the traffic approaching Site A is expected to arrive via the CIP, the primary flow is expected to be on Hempstead Turnpike eastbound. Therefore, during the pre-event arrival period, most of the entering traffic is expected to use the Gate 14 "Jughandle" that provides access to Belmont Park Road under Hempstead Turnpike and into to Site A and the South Lots. In addition, to facilitate eastbound traffic into Site A, South Lots and the East Lot, the intersection of Gate 5 with Hempstead Turnpike will be modified to include two eastbound left turn lanes into Site A via Gate 5 Road. The double-left turn lane at this location is expected to provide an entry capacity of up to 600 vehicles per hour. Ingress to the retail village on Site B will be via Gate 14, Gate 5 Road (using Red Road and Belmont Park Road underpass), and the northbound exit ramp of 26A from the CIP.

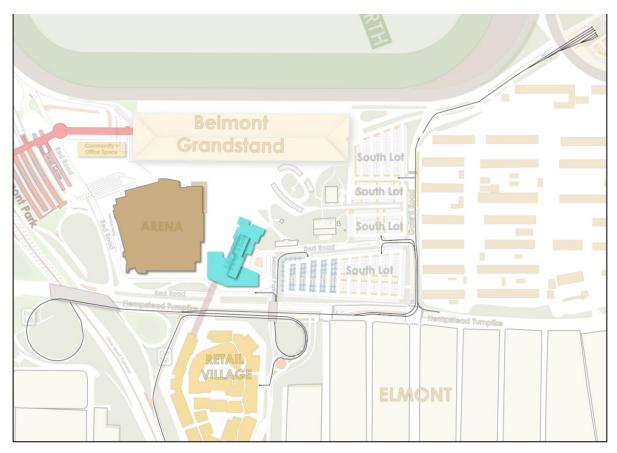


Figure 14 – Access from Hempstead Turnpike

6.1.4 <u>Hempstead Turnpike Site A and Site B Egress</u>

Traffic leaves Site A and B via Hempstead Turnpike and the CIP using Gate 5 Road and direct CIP entrances from Site B. As shown on Figure 15, the Project includes Gate 5 Road intersection improvements including providing two left turn lanes onto Gate 5 Road. On egress, mitigation strategies would be implemented on Site A to streamline the flow of exiting vehicles. These strategies include use of two or three egress lanes at the Gate 5 Road intersection (one entry lane could be made reversible as needed), a temporary dedicated right turn lane with temporary lane delineation and signal prioritization strategies could also be incorporated to facilitate post-event egress. South Lot and East Lot parking egress would be via Gate 5 Road to Hempstead Turnpike. Retail village egress southbound is via exit 26A across the CIP. Northbound access exits the retail village parking and travels south around the site to the Exit 26A northbound onramp to CIP. These are shown in Figure 16.

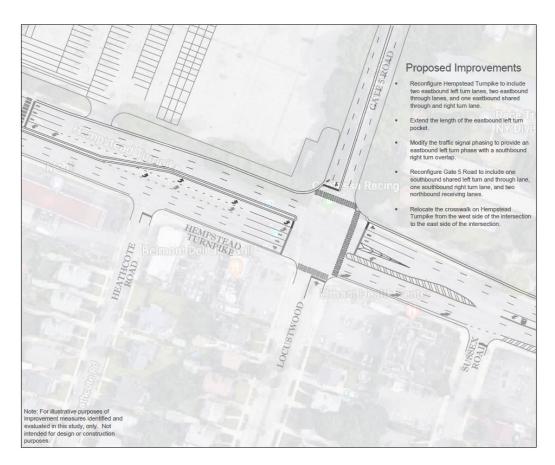


Figure 15 - Gate 5 Road Improvements



Figure 16 – Hempstead Turnpike and Retail Village Egress

6.2 Buses - Coach, Charter and External Shuttle Buses

There are three types of bus services that will travel between the Project and off-site locations. These are:

- Charter Buses these buses may be hired by large groups to travel to events at the arena
- Coach Buses these buses will provide service from off-site locations to the retail village or arena
- External Shuttles these buses include:
 - Shuttles to and from remote parking locations such as LIRR Rockville Centre
 - Shuttles to/from remote parking locations
 - Shuttles to and from Jamaica (patrons connect from other transit options at Jamaica to shuttle bus to Project)

Charter bus services and external shuttles are discussed in the Demand Management Strategies for both the interim and long-term strategies. These buses will access the Project along Hempstead Turnpike, primarily using Gate 5 Road. They will use the East Lot shuttle drop off point on Gate 5 Road and then proceed to the East Lot to park or the north end of the South Lot to turnaround and exit the site. Retail village coach buses accessing Site B can only use Hempstead Turnpike eastbound. The external shuttle bus to and from Jamaica will access the arena transportation area via Hempstead Avenue and the CIP ramps, following the same route used by MTA bus routes.

Coach buses destined for the retail village would access Site B from Hempstead Turnpike in the eastbound direction. Westbound coach buses would be directed to turn around west of the CIP and approach the Project on Hempstead Turnpike eastbound. Coach pick-up and drop-off activity would take place at the east side of the retail village, and coach buses would depart onto Hempstead Turnpike eastbound via the one exit lane at Gate 14. This exit at Gate 14 is intended to be used by emergency vehicles and coach buses from the retail village; passenger vehicles will not be allowed to use this exit from Site B.

Figures 17 and 18 show coach and charter bus routing on Sites A and B.

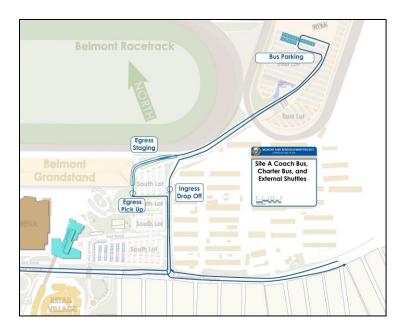


Figure 17 - Site A Coach Bus, Charter Bus, and External Shuttle Ingress and Egress



Figure 18 – Site B Coach Buses Ingress and Egress

6.3 Delivery and Freight Management

6.3.1 Access and Site Management

Figure 19 illustrates how trucks and delivery vehicles will access the site via Hempstead Turnpike. Trucks and delivery vehicles bound for the hotel and arena on Site A would arrive and depart on Gate 5 Road while trucks and delivery vehicles bound for the retail village on Site B would use the Hempstead Turnpike eastbound entrance and exit at Gate 14. Depending on the height of the delivery vehicle (the underpass has a 9'3" maximum height), vehicles could also depart to Hempstead Turnpike westbound using the Belmont Road underpass to Gate 5 Road.

Both the arena/hotel and retail village operations will have on-site management that will actively monitor, schedule, and manage delivery activities. Management will specifically work with regular and special delivery activities such that all drivers:

- Understand in advance that they cannot travel to the site on the CIP or other restricted parkways in Nassau County or New York City.
- Will utilize designated truck routes within New York City; accessible interstates include the Long Island Expressway and the Clearview Expressway (I-495 and I-295, respectively) providing connections to the truck routes of Hillside Avenue, to Francis Lewis Boulevard, to Jamaica Avenue, to Hempstead Avenue, to Hempstead Turnpike. From the south, the designated truck routes would include Springfield Boulevard.
- Will comply with truck size and length requirements for New York City. Trailers longer than 48 feet would generally not be allowed on the NYC Designated Truck Route system.

In addition, active management of the retail village and arena/hotel operations will limit truck and delivery traffic to non-peak travel periods (i.e., early morning or midday) and during active arena uses. To the fullest extent possible, truck arrivals and departures will avoid peak commuting hours from 7 AM to 9 AM and from 4 PM to 6 PM on weekdays. Dispatchers will actively manage the arrival, loading and unloading, and departure of all trucks. Arrival and departure routes, loading dock occupancy, and schedules will be planned in advance to avoid conflicts.

6.3.2 Arena Loading and Freight Facilities

Delivery and freight access to the arena will be provided as described below and as shown on Figure 19. All regular and arena event freight and delivery activities will be accommodated by a large 7-bay loading dock with expanded circulation space and an additional drive-through to the arena floor. The loading area will be located on the lower level of the arena at its northwest corner. Trucks will enter and exit the loading dock via an access-controlled ramp from Red Road on the west side of the area adjacent to the CIP exit ramp to Hempstead Turnpike westbound. Trucks will check in with a guard at the top of the ramp and will pass through two overhead doors to access the loading area. If trucks arrive at the wrong time or other constraints limit access to the loading docks, the guard will direct the trucks to a pre-determined on-site staging area.

All trucks that service events at the arena, including semi-trailer trucks, single unit trucks, and trash trucks, will use the loading dock area. Truck access will be limited to the

extent feasible during rush hours and pre- and post-event times to minimize potential conflicts with vehicles arriving or departing events. The loading dock circulation area will be shared with team VIP parking (players and coaches) when there would be no anticipated truck movements.



Figure 19 - Freight Movements to and from the Project

The loading dock area is divided into three sections. On the north end, there will be five bays used for unloading and loading equipment for games, concerts, and other events. These bays open directly to the marshalling area for the stage. Just to the south, there will be two more bays used primarily for delivery of food service supplies with direct access to the food service area. These two bays can also be used for loading and unloading equipment for events. In between the two sets of bays, there will be a ramp that allows direct vehicle access to the event marshalling area and the stage

Page 29 | Belmont Park Redevelopment Project - Draft Operations Plan

itself. The final loading area is separated from the first seven bays by loading dock management offices and includes two bays used for trash pickup only. The management area will include offices for drivers to check in and marshals assigned to managing the arrival, loading or unloading, and departure of trucks. All movements will be scheduled and actively managed to avoid delays or congestion.

The Site A hotel component would have its own loading dock facility to handle the frequent but smaller volume and typical truck sizes associated with hotel operations. Overall delivery schedules for the hotel would be coordinated with arena operations to avoid special event or other periods of activity on Site A.

6.3.3 Retail Village Loading and Freight Facilities

As shown in Figure 19, there are no central loading dock facilities for the retail village on Site B. Similar to other Value Retail projects, a system of screened alleyways will provide rear-of-store access to all tenants for deliveries and recycling and disposal. On-site project management will oversee and coordinate use of the service areas and will maintain access and alley screening from the exterior and pedestrian areas of the retail village. In addition, delivery time for trucks larger than delivery vans would be limited to times outside of rush hours, peak business hours for the retail village, and major events at the arena.

Most retail village spaces will have direct back door access to delivery truck parking. Some retail village spaces may not have access to all sizes of potential delivery trucks and certain limited areas may require delivery drivers to cart deliveries to the store from the nearest parking location. There will be up to seven entrances from circumference circulation roads as well as three controlled access points where vehicles can cross the pedestrian ways to reach interior alleys (see Figure 19). The alleys will support two-way traffic and will include space for trucks to turn around if necessary.

Active management of deliveries and move-ins and outs will be provided by on-site staff. While most deliveries and service vehicles would be expected to arrive and depart outside of active or peak retail village operating hours, all vehicles entering the service areas and crossing the pedestrian areas would require the presence of transportation management staff to unlock and lock the gates and assure the safety of pedestrians. Most deliveries to the retail village would be made by UPS and FedEx style vans, not larger trucks. Larger truck deliveries or shop move-ins or outs would require the prior approval and scheduling by site managers.



7 Roadway Network

This section of the Operations Plan describes the internal roadway network as well as the traffic optimization strategies external to the site on the regional roadway network.

7.1 Internal Road Network

As shown in Figure 20, the internal on-site roadway network will consist of a series of circulation and connecting roads around the North Lot, the arena (Site A), retail village (Site B), as well as the South and East Lots.

- A perimeter road with two lanes will be provided around the North Lot. A parking entry plaza with 6 lanes and toll booths will be provided to process entering vehicles to the North Lot.
- 2. On Site A, the primary access roads will be Red Road and Belmont Park Road. Both roads will feature one lane per direction and a reversible center lane delineated with cones and staff.
- 3. Red Road will be continuous around the west side of the arena, to allow access for commuter parking autos, buses, service and emergency vehicles. This portion of Red Road adjacent to the arena will be closed to autos during event ingress and egress periods. During these times, shuttle buses from the LIRR Belmont Station to the retail village (Site B) and emergency vehicles will be the only vehicles allowed on this portion of Red Road.
- Vehicles may be checked for VIP parking credentials on Red Road west of Belmont Park Road. Detailed security screening for arena VIP patrons is not assumed to be required.
- 5. In the ingress period, Belmont Park Road will be a continuous two-way road with traffic flow to the East and South Lots, and the Hotel / VIP Lot, as shown in Figure 20.
- 6. On Site B, a perimeter roadway will be provided. Parking entry and shuttle bus pick-up and drop-off will be accommodated on the east side of the garage.
- 7. Ridesharing for retail village visitors will be accommodated south of the garage.

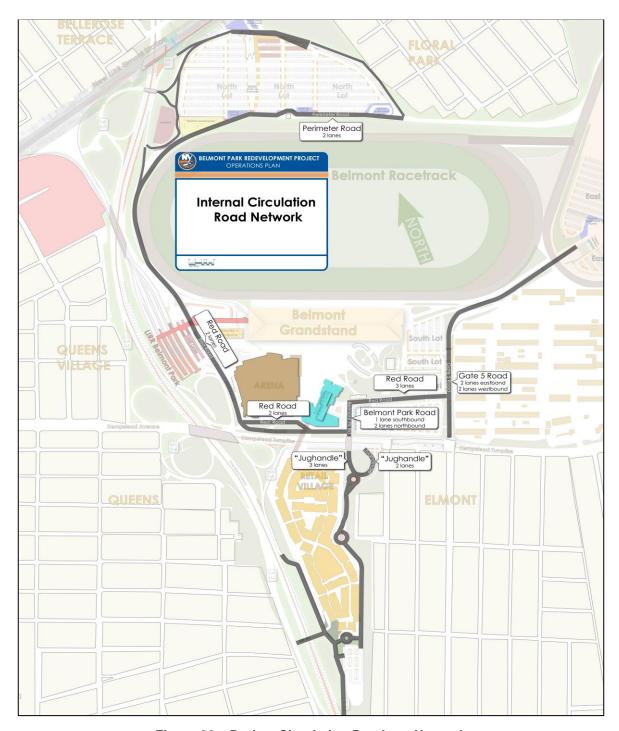


Figure 20 – Project Circulation Roadway Network

7.2 Event Traffic Optimization Strategies

One of the most effective strategies for event traffic optimization is the use of temporarily defined exclusive entry and exit lanes to and from regional highway network ramps. This strategy is recommended for a number of locations to streamline ingress and egress for Project patrons as described below and implementation will be coordinated with TMP stakeholders.

7.2.1 Ingress Off-ramps – CIP to Hempstead Turnpike via Exit 26B

The existing southbound Exit 26B from the CIP to Hempstead Turnpike features a single lane that is controlled by a stop sign before it merges onto Hempstead Turnpike. There are three lanes of eastbound through-traffic on Hempstead Turnpike. As shown in Figure 21, and similar to temporary practices currently used for the Belmont Stakes, the FEIS mitigation proposes a permanent curb extension to provide an exclusive entry lane for traffic exiting the CIP to Hempstead Turnpike eastbound. Traffic agents would be utilized during the pre-event arrivals period to ensure this free-flowing entry for vehicles as well as to stop traffic in instances when pedestrians are using the south crosswalk. The southbound Exit 26B from the CIP provides access to Gate 14 and Gate 5 Road into the Project. This optimization strategy will help improve the capacity of southbound Exit 26B and reduce queueing on the exit ramp from the CIP.

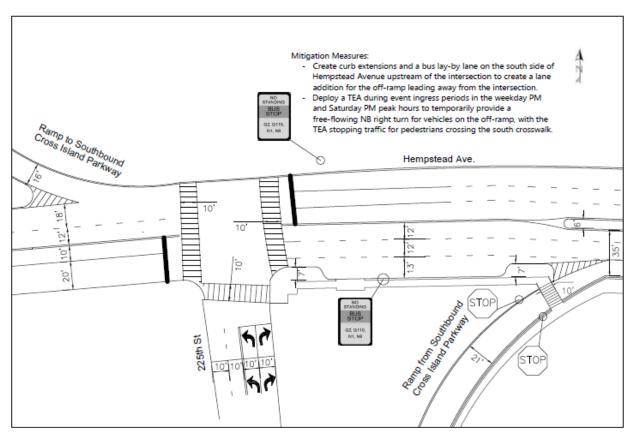


Figure 21 - Hempstead Avenue Mitigation

7.2.2 Egress On-Ramps

Similar strategies could be potentially implemented on egress as temporary measures during the post-event departure period, to provide exclusive exit lanes onto the CIP in

both directions, enabling a faster egress from the Project and minimizing the time to return to normal non-event operations on the surrounding roadway network. Figure 22 depicts one type of strategy that could be implemented. In this example, a lane of the SB and NB are coned off to allow traffic egressing from the site and entering the CIP to enter without merging with oncoming traffic. A police vehicle would need to be staged in the vicinity of the coned off lanes to provide an additional measure of traffic control.

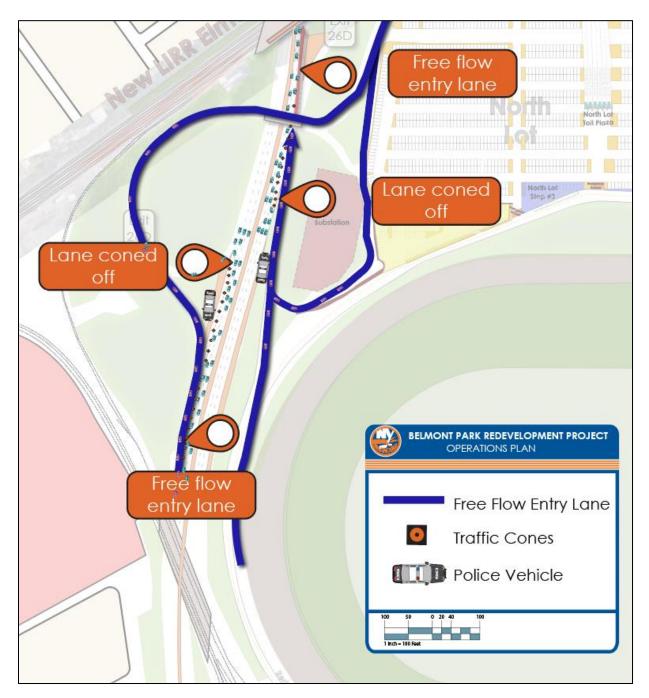


Figure 22 – Example of creating free flow entry to CIP from on-ramps



8 Ridesharing

The Project includes two ridesharing areas that are each designed to accommodate multiple rideshare vehicles simultaneously. The rideshare demand at sports facilities is an increasingly visible and important element of operations planning and its share of total trips. The rideshare

areas described in this section are intended to accommodate an initial estimate of users but with potential for future increases in rideshare demand.

Ridesharing vehicles would be accommodated in the south end of the retail village and at the arena transportation hub as shown in Figure 23. Each area is kept separate from the parking to minimize conflicts and to provide sufficient staging and storage.

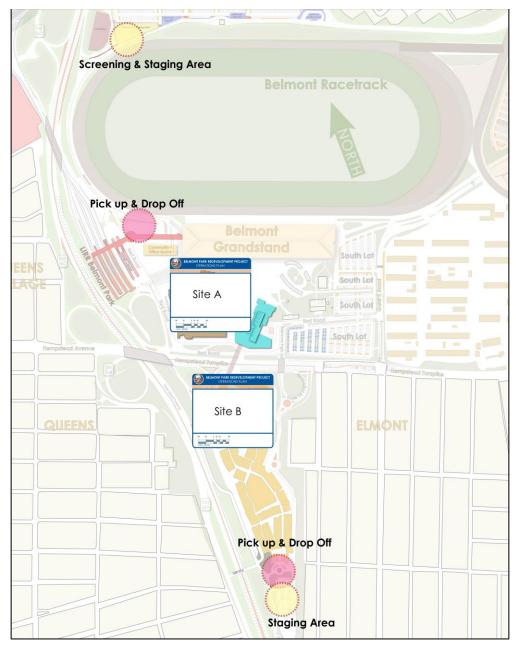


Figure 23 - General Ridesharing areas

8.1 Rideshare Ingress

For the arena, a ridesharing area for both pick up and drop off will be provided on Site A just to the north of the arena and west of the Grandstand. Vehicles will access the Project from the CIP via Exit 26D in both directions to one of two drop off areas. The average dwell time for rideshare vehicles picking up at the rideshare lot is assumed to be 80 seconds. The use of Exit 26D would allow rideshare activity to be separated from the traffic and pedestrian activity on Site A. The provision of a rideshare queuing lot is intended to minimize queues extending back into operational roadways. Assuming a 3 percent rideshare mode share, some 540 arena patrons are expected to use rideshare to get to the Project, for a projected demand of 150 to 175 vehicles. The projected capacity of the 40 to 50 rideshare spaces near the arena is projected to be 2,250 vehicles per hour. There are two distinct areas created in the ridesharing area to allow for a differentiation of service types (general and premium), or potentially to accommodate multiple ridesharing partners.

For the retail village, ridesharing ingress for Site B will be primarily via Exit 26A from the northbound CIP or via Gate 14 from eastbound Hempstead Turnpike. The pick-up and drop-off location and staging for rideshare vehicles is south of the Site B garage, and ridesharing vehicles will not be able to mix with passenger cars within the parking garage.

Figure 24 illustrates the rideshare ingress routes for Sites A and B. Figure 25 provides a more detailed depiction of the arena rideshare pick-up and drop-off area. Post-event arena patrons will be directed to the ridesharing using signage, fencing and crowd management agents. Vehicular traffic and pedestrian management agents will be assigned to this location to minimize conflicts between vehicles and pedestrians.

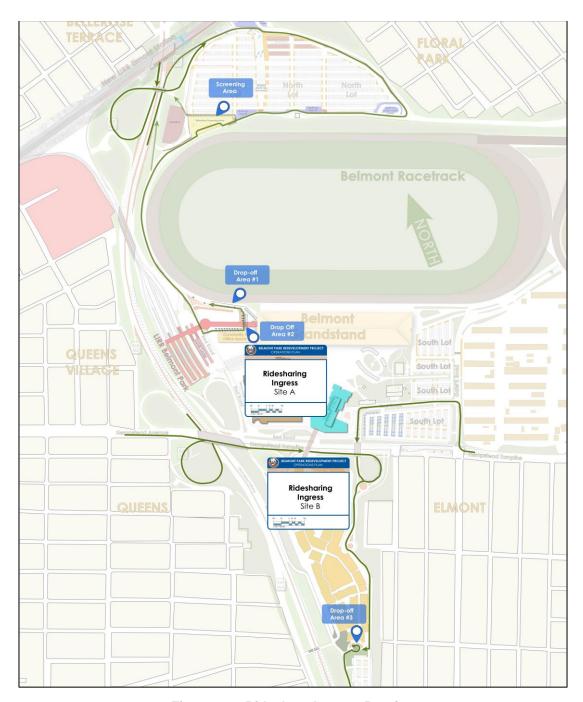


Figure 24 - Rideshare Ingress Routing

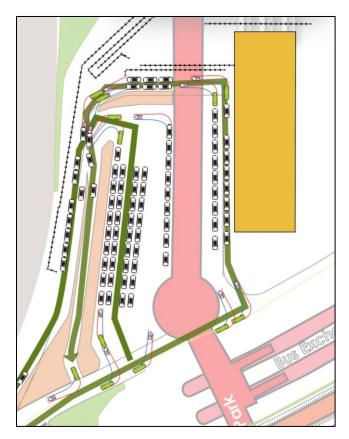


Figure 25 - Arena Ridesharing Pick-up/Drop-off Area

8.2 Rideshare Egress

Figure 26 illustrates rideshare egress for the arena (Site A) and retail village (Site B).

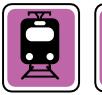
For the arena, ridesharing operations for departures and egress are different than preevent arrivals due to the need to store some waiting vehicles outside the pick-up and drop-off area. As shown in Figure 26, once the ridesharing area is full, vehicles will circle the North Lot via a dedicated lane that will allow them to enter a staging and holding area on the southwest side of the lot. From this staging area, parking attendants would release a platoon of vehicles to the main pick-up area as needed. During the egress period, the goal is to minimize queuing on Red Road between the North Lot and the ride hail / shuttle bus area, to allow for free shuttle bus flow between these locations.

For the retail village, all staging and pick-up would be at the southern end of the site. Rideshare vehicles would exit the Site onto the CIP northbound or southbound using Exit 26A. The location of the ridesharing area at the south end of the retail village will allow for separation of ridesharing traffic and most retail village patron auto traffic.



Figure 26 - Ridesharing Egress

9 Public Transit





Belmont Park is currently served by multiple modes of transit, including MTA buses, NICE buses, and the LIRR Belmont Station. Incentives will be offered to increase transit ridership for events. Most significantly, a new LIRR Elmont station will be built along northern edge of the North Lot, which is expected to attract a substantial number of arena patrons and serve

the existing community.

9.1 Existing Services

Belmont Park is currently served by several bus and rail services, including the LIRR, NICE and MTA buses. NICE services currently operate along Hempstead Turnpike with stops at Belmont Park on event and non-event days. MTA and LIRR services are provided for Racetrack events only.

9.1.1 MTA Bus Services

Belmont Park is served by two MTA bus routes, the Q2 (MTA New York City Transit) and Q110 (MTA Bus Company), throughout the day on weekdays and weekends. On days when live racing is held at Belmont Park, the Q2 and Q110 bus routes both stop at the two low-level bus platforms on the east side of the LIRR Belmont Park Station. Each platform can accommodate up to ten articulated (about 60 feet long) or up to 16 conventional (about 40 feet long) right door boarding buses at the same time. These platforms contain staircases leading to the elevated covered walkway that connects to the second floor of the Grandstand. Buses access this stop by using the ramp from eastbound Hempstead Avenue to the northbound CIP to cross under Hempstead Avenue and then enter via the ramp from the northbound CIP to eastbound Hempstead Avenue. On days when there is no live racing at Belmont Park, buses continue to use the CIP ramps to turn around but do not enter the bus platform area, making the first and last stops along their routes at the intersection of Hempstead Avenue and 225th Street, which is an approximate five-minute walk from the Project.

The Q2 bus route, provides weekday and weekend service between Belmont Park and the 165th Street Bus Terminal in Jamaica, primarily operating along Hempstead Avenue, Hollis Avenue, and Hillside Avenue. The route provides connections to the LIRR Hollis Station and the NYC Transit F subway line at the 169th Street and 179th Street stations. Travel times from Belmont Park to the Hollis Station and the 179th Street Station are about 15 and 25 minutes, respectively.

The Q110 bus route provides weekday and weekend service between Belmont Park and Downtown Jamaica, primarily operating along Hempstead Avenue and Jamaica Avenue. The route provides connections to the NYC Transit E, J, and Z subway lines at the Jamaica Center-Parsons/Archer Station. During the weekday AM period (between approximately 6:00 AM and 9:00 AM), some buses terminate at the intersection of Hillside Avenue and 179th Street in Jamaica with headways ranging from 4 to 12 minutes, providing a supplemental connection to the NYC Transit F subway line at the 179th Street Station; these buses also operate from Hillside Avenue and 179th Street during the weekday PM period (between approximately 4:30 PM and 7:00 PM) with

headways of 20 minutes. Travel times from Belmont Park to the 179th Street Station and the Jamaica Center-Parsons/Archer Station are about 20 and 25 minutes, respectively.

9.1.2 NICE Bus Routes

NICE operates two bus routes along Hempstead Turnpike, the N1 and N6, and bus stops are located near the intersections of Gate 3, Wellington Road, and Locustwood Boulevard/Gate 5 Road. These routes are shown in Figure 27.

The N1 bus route provides weekday and weekend service between the communities of Hewlett, Gibson, Valley Stream, Alden Manor, and Elmont, normally terminating at the intersection of Hempstead Turnpike and Elmont Road in Elmont. During the weekday AM period, the route is extended to provide westbound service to the 165th Street Bus Terminal in Jamaica with connections to the NYC Transit F subway line at the 169th Street and 179th Street stations. This route extension operates between approximately 6:00 AM and 9:00 AM. Service from Jamaica in the eastbound direction is also provided via a route extension on weekdays from approximately 4:00 PM and 7:00 PM.

The N6 bus route provides weekday and weekend service between the Rosa Parks Hempstead Transit Center in the Village of Hempstead and the 165th Street Bus Terminal in Jamaica, Queens, connecting passengers to the NYC Transit F subway line at the 169th Street and 179th Street stations. The Hempstead Transit Center is the major transfer point for bus riders and provides for 17 NICE bus routes. Travel times from Belmont Park to the 179th Street Station and the Hempstead Transit Center are about 15 and 30 minutes, respectively. During the weekday AM and PM peak periods (which range from approximately 5:00 AM to 10:00 AM and 4:00 PM to 7:30 PM depending on direction), express service is provided by the N6X bus route. The closest express stops to the Project are located at the intersections of Hempstead Turnpike at Elmont Road and Hempstead Avenue at Springfield Boulevard.

NICE does not provide service for trips wholly within Queens; NICE buses pick up eastbound passengers in Queens traveling to destinations within Nassau County and drop off westbound passengers in Queens who boarded at locations within Nassau County.

9.1.3 LIRR

Direct train service is provided to the LIRR Belmont Park Station on days when live racing is held at Belmont Park—typically Wednesdays through Sundays during the Spring Meet (from late April through mid-July) and during the Fall Meet (from mid-September through late October). As shown in Figure 27, the LIRR Belmont Park Station is located adjacent to the west side of the racetrack and has an elevated covered walkway that connects the platforms to the second floor of the Grandstand. The station is the terminus of a short spur line that lies south of the Queens Village and Bellerose Stations.

While originally an eight-track station with four low-level platforms serving eight-car trains, a station renovation in 2015 created two ADA compliant high-level platforms serving four tracks that can accommodate ten-car trains. These platforms are primarily accessed via the elevated walkway from the Grandstand. ADA access to the platforms is also provided at their southern end, where a staircase and ramp connect to a crosswalk across the bus loading area and Red Road to the Red parking area. The

remaining two low-level platforms and adjoining four tracks are not currently in use. On typical racing days, the LIRR provides two round trip trains with eastbound trains arriving at Belmont Park near the start of the event and westbound trains departing the station near the end of the event.

One train, also known as the Belmont Special, provides service to and from Penn Station in Manhattan with intermediate stops at Jamaica and Woodside while the second train only originates and terminates at Jamaica. Service to and from all other LIRR stations is provided via a transfer at Jamaica. Travel times from Penn Station and Jamaica to Belmont Park are about 35 and 15 minutes, respectively. On the day of the Belmont Stakes, the LIRR provides additional train service to and from Belmont Park. For the 2018 Belmont Stakes, a total of 21 eastbound trains were operated to the racetrack between approximately 9:30 AM and 4:30 PM, most of which originated from Penn Station, with all trains stopping at Jamaica. After the Belmont Stakes race, westbound trains departed the station approximately every 15 minutes until the racetrack closed, providing service to Jamaica and Penn Station.

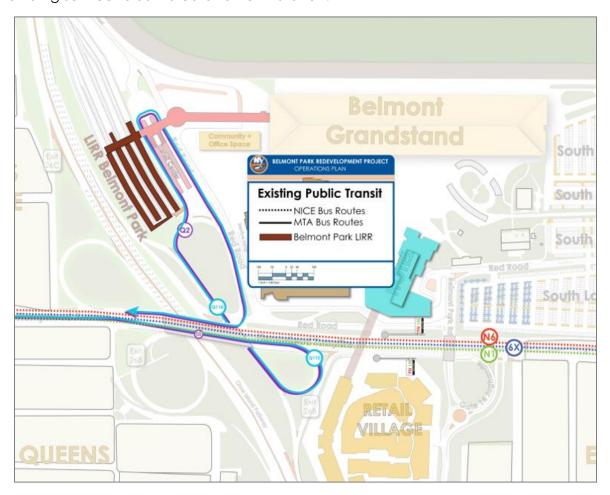


Figure 27 - Existing Public Transit Services

9.2 Future LIRR Services

A new LIRR Elmont station would be added as a mitigation measure to provide additional transit service to the Project, including new direct train service to/from points east and additional train service to/from points west. The new station would also provide full-time train service to the local community, with parking available for commuters in the North Lot.

The new LIRR Flmont Station would be located on the LIRR's Main Line between the Queens Village and Bellerose stations, adjacent to the North Lot. It would consist of an eastbound platform on the south side of the tracks and a westbound platform on the north side of the tracks. The new LIRR Elmont Station would be fully ADA accessible and include high-level platforms with an overhead canopy. The two platforms would be connected by a pedestrian overpass accessible by staircases and elevators; streetlevel access would be provided to the commuter parking area and a shuttle bus stop in the North Lot and Superior Road in Bellerose Terrace via staircases and ramps. When the arena hosts an event shuttle bus service would be provided to transport arena patrons between the new LIRR Elmont Station area in the North Lot and the Arena using a network of shuttle buses as described in Section 10. A total of 150 parking spaces in the North Lot would be reserved for use by commuters, which would be located closest to the new LIRR Elmont Station. It is anticipated that commuter parking permits would be made available for purchase by Town of Hempstead residents, including those living in Elmont. Figure 28 shows the ingress and egress routes for vehicles using the commuter parking spaces.

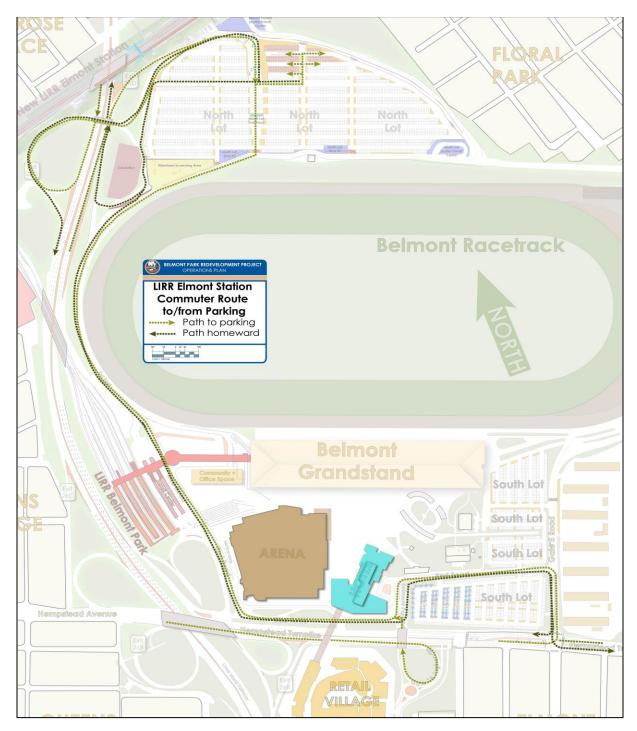


Figure 28 - Commuter Parking for New LIRR Elmont Station

The new LIRR Elmont Station would be constructed in two phases. The first phase would involve construction of an eight car-long south platform that would only provide eastbound service (i.e., Hempstead Branch trains originating from points west that are destined to Hempstead). This phase would be completed in 2021, prior to opening of the arena. The second phase would involve construction of a north platform that is at least ten cars long, the pedestrian overpass with elevators between the north and south platforms, and extension of the south platform to accommodate 12 car trains. Westbound train service at the north platform would be accommodated following the completion of the LIRR Third Track and East Side Access projects (expected in 2023).

During times preceding and following an arena event, the new LIRR Elmont Station would be operated in conjunction with the existing LIRR Belmont Park Station. On days with scheduled events at the proposed arena, the LIRR would continue to provide two round trip shuttle trains between Jamaica Station and the Belmont Park Station, with eastbound trains arriving at Belmont Park prior to the start of the event and westbound trains departing from Belmont Park following the conclusion of the event. Trains selected to stop at the new LIRR Elmont Station would be chosen based on available capacity (which would include trains on the Hempstead, Huntington/Port Jefferson, Oyster Bay, and/or Ronkonkoma branches). Following an arena event, it is possible that up to two additional trains could be operated out of the Belmont Park Station to provide additional service to points east or west, if necessitated by customer demand. The existing Belmont Park Station has two high-level platforms, which could hold up to four trains of ten cars each and allow riders to board a train immediately following an event. During times when there is no arena event taking place, the service plan for the new LIRR Elmont Station would be expected to be similar to the LIRR Bellerose Station, which has hourly service during off-peak hours and half-hourly service during peak hours. The specifics of the operating plan for the LIRR Elmont Station would be determined by the LIRR and trains selected to stop at the new station would be chosen based on available capacity.

The addition of the new LIRR Elmont Station would be expected to result in substantially increased ridership for arena patrons (as described in the Section 1: Demand Management Strategies) due to the following factors:

- Direct train service to Belmont Park would be available for arena patrons traveling to/from points east (e.g., Hempstead, Huntington/Port Jefferson, Oyster Bay, and Ronkonkoma branches) without the need to backtrack from Jamaica and transfer trains back eastward via the LIRR Belmont Station.
- Direct train service would be available for arena patrons traveling to/from the LIRR's Manhattan Terminals (Penn Station and Grand Central Terminal) and other stations in the City Terminal Zone (e.g., Atlantic Terminal and Woodside) without having to transfer trains at Jamaica.²

Page 45 | Belmont Park Redevelopment Project - Draft Operations Plan

Master Page # 363 of 396 - NYS Urban Development Corporation Meeting 8/8/2019

¹ Post-event eastbound train service from the LIRR Belmont Park Station would only be possible after the completion of the LIRR Third Track and East Side Access projects.

² Service to Grand Central Terminal would be available following the completion of the LIRR East Side Access project.

 More frequent service would be provided for arena patrons traveling to/from points west, which would facilitate travel for arena patrons making transfers to other modes (e.g., subway or bus) or other LIRR branches (e.g., Far Rockaway, Long Beach, Port Washington, West Hempstead) and would also provide transit options for early-arriving and late-departing arena patrons, including those who may use the food and beverage retail uses near the arena before or after an event.

In total, approximately 30 percent of arena patrons would be projected to use the LIRR to travel to a weeknight sold-out hockey game with the addition of a new LIRR Elmont Station providing both eastbound and westbound service, in combination with other incentives to use transit, and the provision of parking for commuters. This would represent a total ridership of 5,400 for an 18,000-person capacity event.





10 Internal Shuttle Buses

There will be internal shuttle bus services created between the parking lots, the new LIRR Elmont station, the arena and the retail village. This includes a shuttle bus between the

North Lot parking area and the arena, a dedicated shuttle from the LIRR Elmont station to the arena, a service from the South and East Lots to the retail village, and a shuttle bus service between the existing LIRR Belmont Park Station and retail village. The North Lot shuttle would consist of 40 foot buses. The South and East Lot shuttles would both be comprised of smaller vehicles that can fit under the 9'3" clearance at the existing Hempstead Turnpike underpass. In order to meet the vertical clearance requirements, smaller buses with passenger capacities of 15-20 persons per vehicle are projected to be used. The FEIS includes a commitment to use electric buses where possible. Many electric bus vehicles with smaller capacities and low head room are in trial today. It is expected that there will be more options (including possibly autonomous or semi-autonomous) by the time the arena and retail village are open to the public.

10.1 North Lot Shuttle

Shuttle buses will use the existing bus pick-up and drop-off area adjacent to the LIRR Belmont Park Station. For events where the North Lot is parked to capacity, a maximum of up to about 10,000 persons will be shuttled between the North Lot and Site A, assuming an average vehicle occupancy of 3.4 persons per vehicle. A fleet of twelve, 40-foot buses, operating at 1 to 2 minute headways, will be used to accommodate this demand. Three shuttle bus stops will be provided in the North Lot, including one at the east end of the Lot, one at the west end of the Lot, and one near the middle of the Lot, to minimize pedestrian walk times from the parking space to a bus stop (see Figure 29). A new entry point will be provided into the bus island near the arena to accommodate entry and exit flows from the North Lot and avoid interfering with the rideshare or existing public transit services. Entering and exiting bus paths will cross at this entry point, which will be managed by traffic agents.

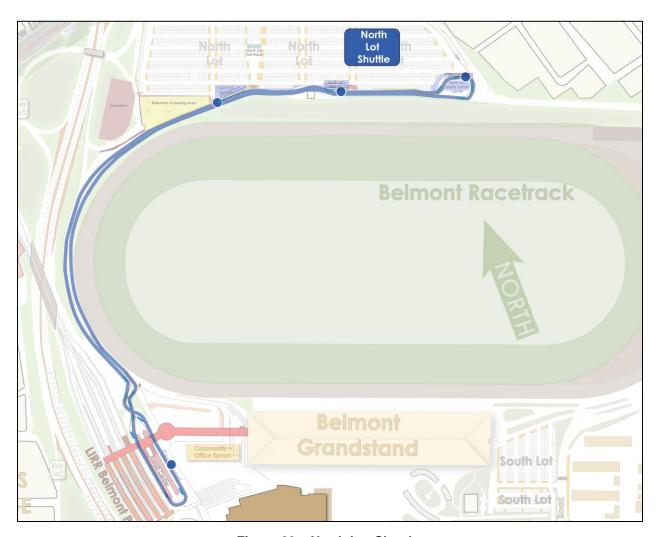


Figure 29 - North Lot Shuttle

10.2 Shuttle from New LIRR Elmont Station

This is a dedicated shuttle between the arena and the new LIRR Elmont station. As shown on Figure 30, there would be a dedicated pick-up and drop-off area (and turnaround) in front of the new LIRR Elmont station that maintains separate operations for the LIRR Elmont station shuttle and the North Lot parking shuttle. A fleet of eight, 40-foot buses, operating at 1 to 2 minute headways, will be used to accommodate this demand.

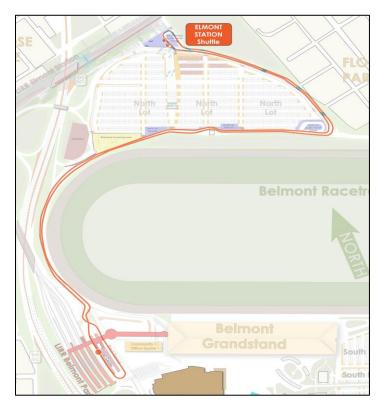


Figure 30 - LIRR Elmont Station Shuttle

10.3 Retail Village Shuttle

A shuttle bus route will also be provided between the existing LIRR Belmont Park Station and the retail village on Site B. This shuttle will run along the south side of the arena, towards Belmont Park Road, and will use the existing tunnel under Hempstead Turnpike to access Site B. The retail village shuttle bus route is shown in Figure 31. The retail village shuttle bus will run along Red Road and Belmont Park Road to access Site B. This is expected to be the smallest of the shuttle bus routes on-site, both in terms of passenger demand and fleet size.



Figure 31 - Retail Village Shuttle

10.4 South and East Lot Shuttles

The South and East Lot shuttle will provide connectivity between the parking areas on the East and South Lots, the arena and the retail village. Two routing options were developed with variations in the pick-up / drop-off locations and bus prioritization strategies. The primary route principally uses Red Road, while the alternative route goes through portions of the South Lot to provide shorter walking distances for passengers being dropped off near the Paddock, and uses the South Lot for bus prioritization, to avoid vehicle queues on Red Road (see Figure 32).

As established in the FEIS the peak weekend retail demand is 3,153 spaces, including patrons and employees. Of these, 1,500 vehicles will be accommodated on Site B, and 1,653 vehicles will be accommodated within the South and East Lots (up to 500 spaces will be provided in the East Lot for retail employees, and an additional 1,153 spaces will be provided in the South or East Lots for overflow retail parkers). On a weekend midday peak, the peak entry and exit retail village demand (projected to occur between 2 and 3 PM) includes 626 entry vehicles and 898 exiting vehicles. Some of the entering vehicles may park in available spaces on Site B. For the purposes of this analysis, assuming all of these vehicles will be parked in the South or East Lots, the projected shuttle bus demand is for some 2,245 persons (at 2.5 persons per retail vehicle). A fleet of 15 to 20, 24-foot buses will be used to accommodate this demand, operating at 30second headways. Note that the headway measures the time between vehicle arrivals. This time between bus arrivals does not mean that the average passenger wait time will be 30 seconds. Passengers waiting in queue during peak times may experience a wait of several minutes while they wait for a bus with available capacity. The projected headway also highlights the importance of maintaining bus flow, and providing a priority bus lane through the South Lot such as shown in Figure 32 during egress. If buses are encumbered in traffic along Red Road, the time between buses and passenger wait times may increase, along with passenger wait times.



Figure 32 – South and East Lot Shuttle Bus to Retail Village



11 Pedestrian Flow and Safety

This section includes a discussion of pedestrian flow patterns, including connections between the transportation elements and major destinations. The pedestrian flow discussion focuses primarily on Site A because it includes multiple transportation modes and destinations. Site B is comprised

primarily of the retail village, without other major destinations. Pedestrian flow patterns are much simpler because the retail village is located directly above the parking structure, and the retail village development is accessible via vertical circulation elements (stairs, ramps, elevators) from the parking level. The retail village is also designed to encourage pedestrian activity between different destinations within the retail village. Wayfinding signage will be combined with on-site staff to ensure that patrons can easily find their way back to their vehicle or to the transit/transportation mode that they used to access the arena.

11.1.1 North Lot

There are two queuing areas for the LIRR Elmont shuttle east of the main entrance to the station. The North Lot shuttle has three queuing areas to provide access to all areas of the parking lot as shown in Figure 33.

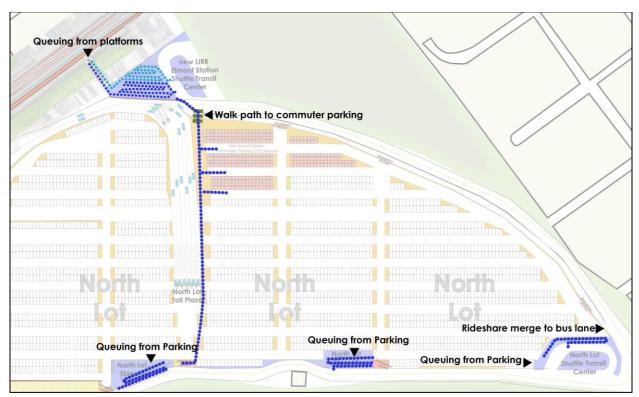


Figure 33 - Queuing for Elmont Station and North Lot Shuttles

11.1.2 Arena Area and East/South Lot Parking

Between the arena and the Belmont Grandstand there will be queuing areas for the North Lot Shuttle, the MTA bus services, and the LIRR Elmont Station shuttle. At the west end of the Belmont Grandstand will be the existing walking path to the overhead walkway leading to the LIRR Belmont Park Station plus queuing for two separate rideshare areas. East of the arena are walking paths to the retail village, South Lot parking, and the South Lot & East Lot parking shuttle to/from the retail village as shown in Figure 34.

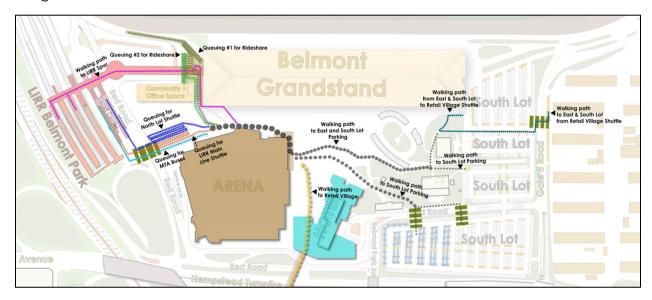


Figure 34 - Queuing for Transportation in Arena Area

11.1.3 East Lot

There will be a queuing area created for the East and South Lot shuttle to retail village for the ingress as shown in Figure 35.

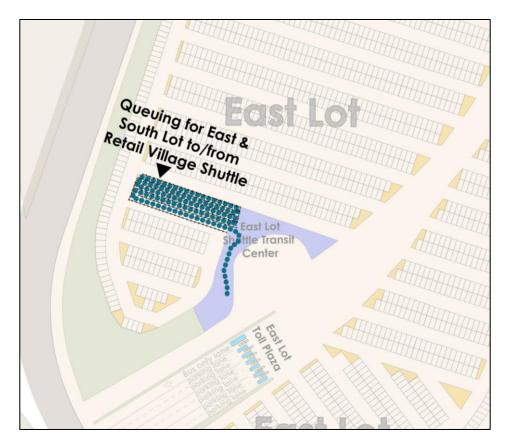


Figure 35 – Queuing in East Lot for South and East Lot Shuttle



12 Pre-Event Communication

Pre-event communication is an important part of the patron travel experience. This section describes communication methodologies and provides case studies from other facilities.

As shown in Figure 36, Project patrons have several available travel mode options to access the Project. This section of the Operations Plan discusses best practices in making patrons aware of their options, with the intent of reducing vehicular traffic demand and encouraging alternate modes of travel to and from the site. NYAP intends to use each of these communication options and other modes that may be available near the time the Project opens.

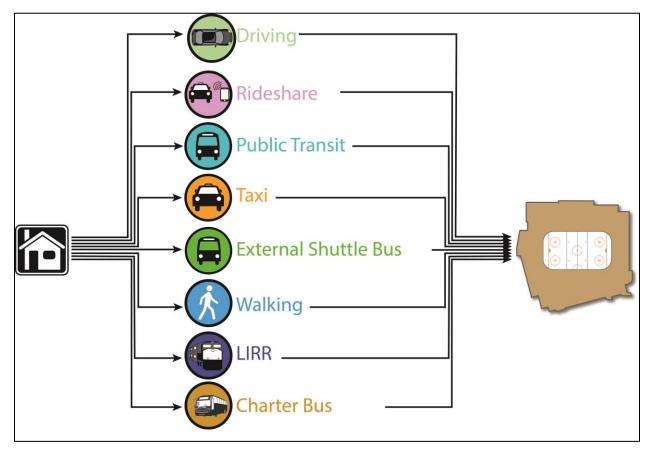


Figure 36 - Travel Mode Opportunities to Access the Project

Pre-event communication covers the range of information required for the event patron to make decisions about how to travel to the event including:

- Game day travel routes
- Closures and detours
- How to get to different parking lots
- How to take transit (bus or rail)
- How to use park and ride sites
- How to contact charter buses
- How to use ridesharing

12.1 Team Website

The website will feature clear maps and information about vehicle routes to the arena, highlighting game day travel patterns from multiple origins to each of the parking areas. Maps will be downloadable for each parking area. For example, as shown in Figure 37, the Baltimore Ravens offer similar downloadable maps on their website.

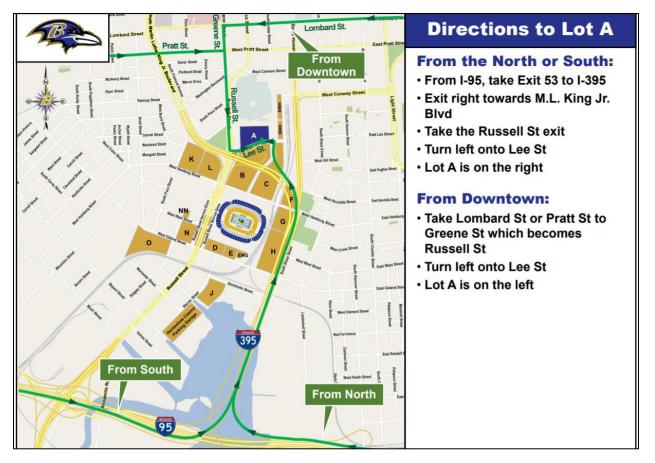


Figure 37 - Sample Travel Directions Map from the Baltimore Ravens Website

The Project website will also have interactive maps showing the different parking options and lots with unique directions to each parking lot that are viewable on a phone or printable with each lot name, color and entrance clearly labeled. An online map showing the parking lot layouts overlaid on Google Maps from the Kansas City Chiefs' website is shown in Figure 38.

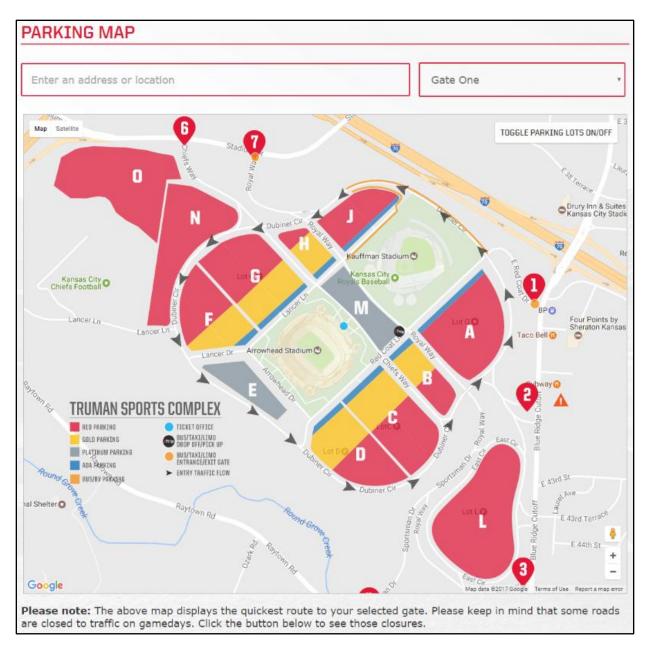


Figure 38 - Sample Interactive Event Day Travel Maps from the Kansas City Chiefs Team Website

As shown in Figure 39, the NY Islanders current website includes the ability to reserve parking in advance for Barclays Center events and provides relative costs by site. This functionality will be extended to the on-site parking areas near the arena.

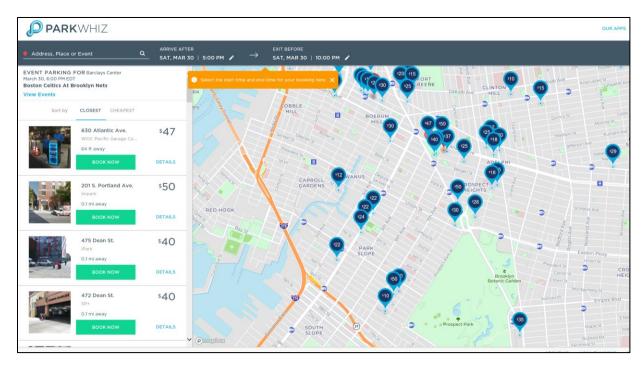


Figure 39 - Sample of ParkWhiz Link from NY Islanders Team Website Homepage

Transit information will be provided on the team website, or via a link to specific event day information page on transit agencies websites. This is preferable to a link to the home page on the transit agency's website because a customized event page makes it easier for fans to identify transit options and plan their trip. The LIRR has provided a similar landing page for Belmont Stakes and the MTA also provides travel directions from each borough to Citi Field (see Figures 40 and 41).

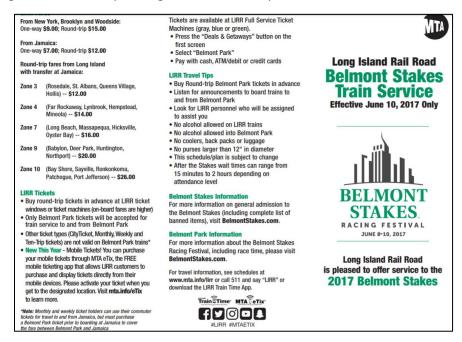


Figure 40 - Sample from the Belmont Stakes Information Page of the MTA LIRR Website

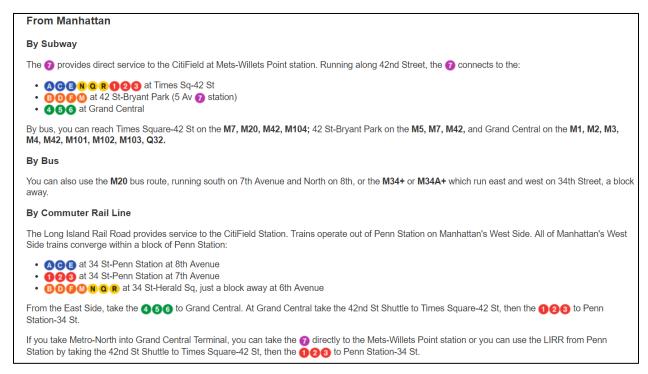


Figure 41 - Sample from the CitiField Information Page of the MTA Website

12.2 Social Media

The use of social media can help provide traffic, transit, and other pertinent information through both the club social media accounts or by direction patrons to a traffic app like Waze, the LIRR website, or to ridesharing partners. Figure 42 provides examples from both the MetLife Stadium and the Arizona Cardinals.

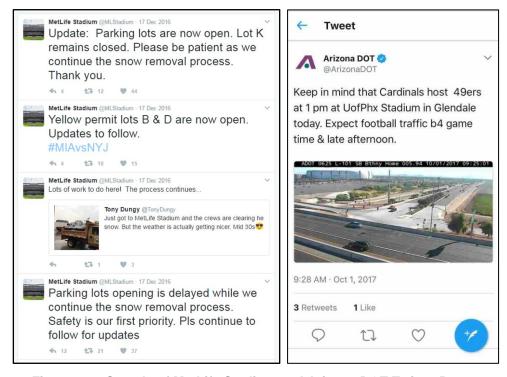


Figure 42 – Sample of MetLife Stadium and Arizona DOT Twitter Pages

12.3 Waze

NYAP intends to partner with a custom navigation provider like Waze. The Waze platform includes the Global Events Partner program, which is currently used by over 100 facilities around the world. Illustrative examples from the New England Patriots is presented in Figure 43.

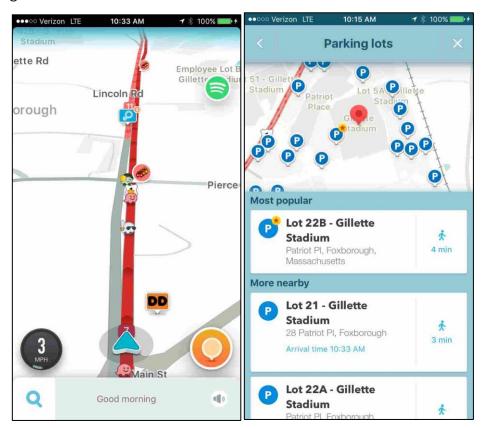


Figure 43 - Sample Custom Travel Directions Provided by Waze App for New England Patriots

This program includes several operational benefits for patrons arriving to the facility:

- The app allows users to generate customized driving directions to each on-site parking facility. Directions are based on real-time traffic patterns based on information provided by all Waze users in the region.
- The club, in coordination with local municipalities, can implement full or partial road closures and turning restrictions, consistent with the event day Operations Plan. Users navigating to or through the area will receive directions consistent with these changes in traffic patterns. This can help discourage unwanted detours for event traffic through local streets, for example.
- Waze provides the team with an event traffic tracking portal, which allows the
 team to visualize traffic congestion in real-time and compare it against historical
 trends at previous events (see Figure 44). This real-time information portal can be
 used to identify areas of congestion and convey this information to users during
 the pre- and post-event periods.

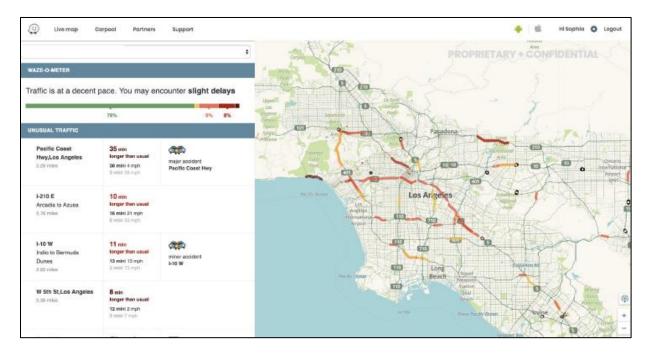


Figure 44 - Waze Traffic Monitoring Capabilities

The portal can also be used to generate measures of effectiveness along critical points in the traffic network. This will be a useful tool as part of the on-going traffic monitoring program described in the Section 2: Monitoring Plan of the TMP.

Waze also provides branding and notifications for all users that have the app installed in a region, not just those who are destined for the event. The team can push notifications about event day operational closures and background re-routing patterns to all users passing by the Project who have the app installed (see Examples on Figure 45).

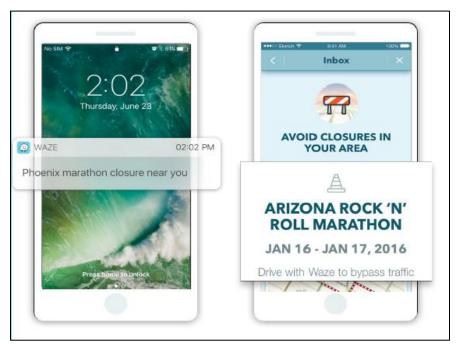


Figure 45 – Example of Notifications to Waze Users in the Region

In summary, the team intends to promote use of Waze on their website and social media channels as the primary navigation tool, to encourage more patrons to use the platform, further increasing the effectiveness of the platform.								

Page 63 | Belmont Park Redevelopment Project - Draft Operations Plan



13 Signage and Wayfinding

This section reviews the communications for drivers, the form of signage, and a system of wayfinding to provide directions to the correct access points to the Project.

The Project can be accessed via the CIP at Exits 26A and 26D, and via Hempstead Turnpike at Gates 5 or 14 (see Figure 11, above). There is limited connectivity between these three entrances to the Project. Each entrance serves a unique set of parking areas – CIP Exit 26A serves the retail village parking, CIP Exit 26D provides access to the North Lot, Gate 5 Road primarily provides access to Site A, and Gate 14 provides access to both Sites A and B of the Project. To optimize travel routes to the appropriate Exit, based on the parking destination, it will be important to use navigation apps and implement a system of signage and wayfinding on the roadways (primarily Hempstead Turnpike and the CIP) around the Project. One such recommended signage plan is shown in Figure 46. The signage is assumed to be comprised of a system temporary road-side signs that may be static or dynamic. New overhead sign gantries are not anticipated due to their high implementation cost, however, NYAP will coordinate with the transportation agencies to utilize available overhead Variable Message Signs (VMSs) where possible on the roadways in the region. The principles of the signage plan include the following:

CLEAR, so drivers can easily identify event-based signs and differentiate them from other types of signage (see Figure 46).

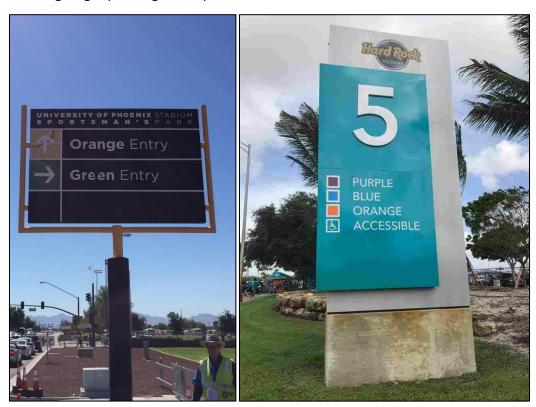


Figure 46 - Examples of Clear Signage

CONSISTENT in the look and feel, to help drivers identify them (see Figure 47)





Figure 47 - Examples of Consistent Signage

SEQUENTIAL – signage will be provided in advance of and at the decision point (see Figure 48).



Figure 48 - Example of Sequential Signage

VISIBLE – signs will be placed high enough to be visible for all patrons (see Figure 49)



Figure 49 - Examples of Visible Signage

LEGIBLE – signs will be designed to be readable from a distance. Smaller signs can be hard to view from a car or contain too much information. VMS signs are subject to light conditions and should be angled correctly.

13.1 Regional Signage Plan

Alerts and alternative routing signage will be provided on VMSs in the area to provide sufficient time for background traffic to make a decision to use other highway links including the Long Island Expressway, Grand Central Parkway, Northern State Parkway, Southern State Parkway, and the Belt Parkway. Figure 50 shows illustrative examples of how VMSs could be provided at these locations to inform drivers to expect congestion on the CIP due to arena events, and to consider alternate routes, if possible. Note that the example is not intended to show the exact message or placement of signs. The exact placement and messaging will be determined in association with the appropriate agencies involved, including the NYCDOT and NYSDOT, and through Project-sponsored monitoring which would be evaluated and refined to optimize the effectiveness of these strategies.

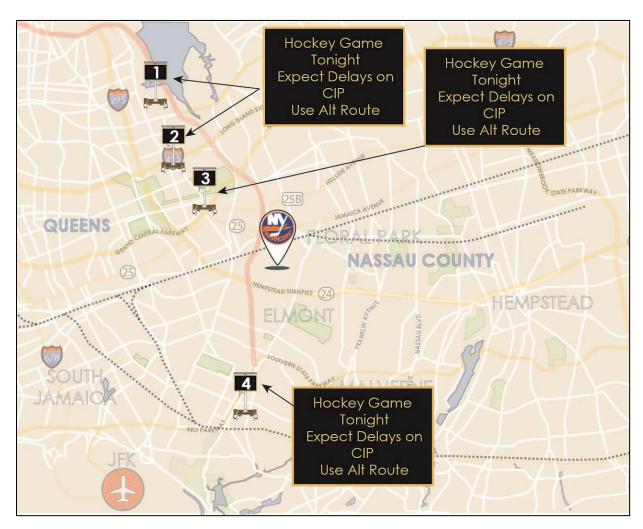


Figure 50 - Regional Signage Locations and Conceptual Messaging



14 Staffing

The proposed staffing can be separated into several categories. These staffing categories would be provided by NYAP or their Project operations and staffing partner. In addition, the transit agencies and ridesharing

companies may also provide additional staff near the transit stations or ridesharing areas:

Crowd Marshals would help patrons at queuing points to keep boarding onto shuttles or ridesharing services structured to make them as efficient as possible.

Traffic and Parking Attendants would help direct patrons into the correct parking aisle and use directed parking principles to guide motorists to specific stalls. This helps ensure that every space is used, and increases parking utilization.

Traffic Attendants would help direct traffic to the correct lane and location to keep traffic moving smoothly within the Project.

Parking Entry Attendants would verify that the vehicle is at the appropriate lot, collect the parking fare in cash lots, or verify that a vehicle is allowed to pass a checkpoint (such as official vehicles, hotel patrons or arena VIPs).

Traffic Management Agents (TEAs in NYC) and/or Police vehicles would be used to help guide traffic during ingress or egress on Hempstead Turnpike, and to support a lane demarcation at the CIP exit ramps to provide a dedicated egress lane.

The overall plan for a peak event includes approximately 132 operational staff and 15 police and traffic management agent personnel/vehicles in seven areas of the Project as shown in Table 4. This estimate is based on the worst-case condition and the amount of staff would be adjusted as needed to reflect each event's expected attendance and demand profile.

Table 4 - Personnel by Service Area and Type

	Crowd Marshal	Parking Attendant	Traffic Attendant	Permit Attendant	Traffic Enforcement Agent or Police	Police Vehicle
East Lot	4	14	6	7		
South Lot	9	12	6	2	2	
Arena	21		6			
North Lot	15	12	9	7		
Hempstead					3	
CIP					5	5
Retail Village / Jughandle			2			
Total	49	38	29	16	10	5
			Total Staff	132		
Total TEA/Police Vehicles			15			

14.1 North Lot

The North Lot has two areas of focus:

- New LIRR Elmont station
- North Lot Parking and North Lot shuttle service

As shown in Figure 51, in the North Lot on ingress, parking entry attendants would ensure that the toll booth lanes are utilized correctly and that ridesharing vehicles are directed around the booths. Within the lot, there will be traffic and parking attendants to implement directed or semi-directed parking aisles and spots. At each of the transit stops for the Elmont Station and North Lot shuttles, crowd marshals will help with queuing and boarding as well as directing commuters across the rideshare roadway and at crossing points to the North Lot shuttle.

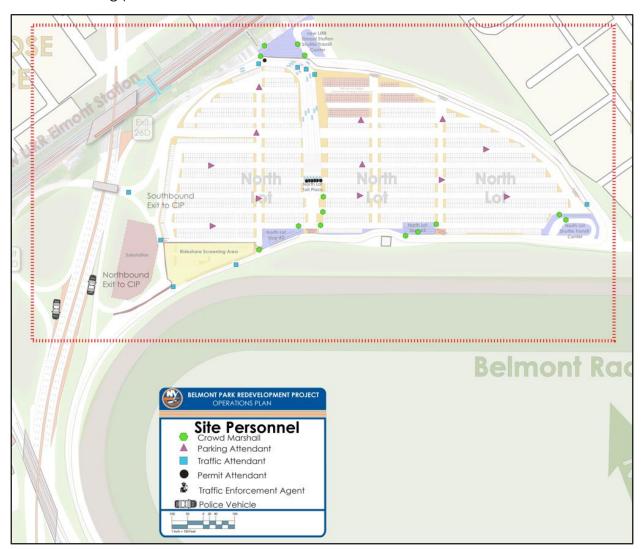


Figure 51 - North Lot Staffing Plan

14.2 South Lot and Jughandle

In the South Lot, there are four distinct parking areas that require traffic attendants to manage the ADA parking plus filling each of the areas of the lot. As shown on Figure 52, Crowd marshals would be positioned near the South Lot to retail village shuttle stops. Traffic and parking attendants would be positioned to direct vehicles to parking spaces.

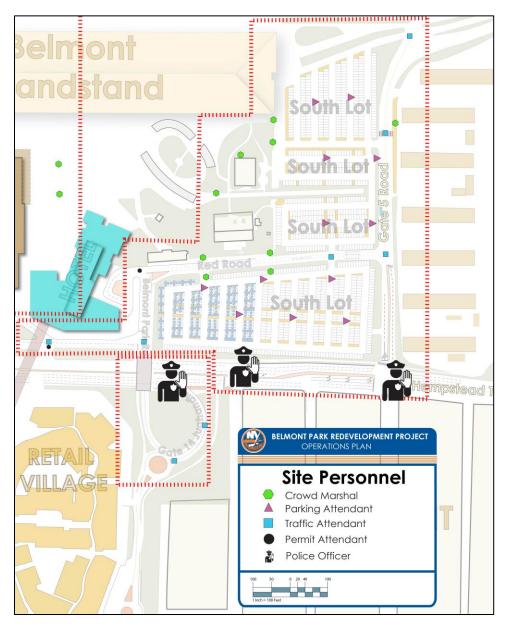


Figure 52 - South Lot Staffing Plan

14.3 East Lot

In the East Lot, there is a need only for crowd management agents at the transit shuttle stop plus a traffic and permit marshal to verify the parking hangtag or collect the parking fare. As shown in Figure 53, up to 20 traffic and parking management staff would be used to implement directed parking.

Page 70 | Belmont Park Redevelopment Project - Draft Operations Plan

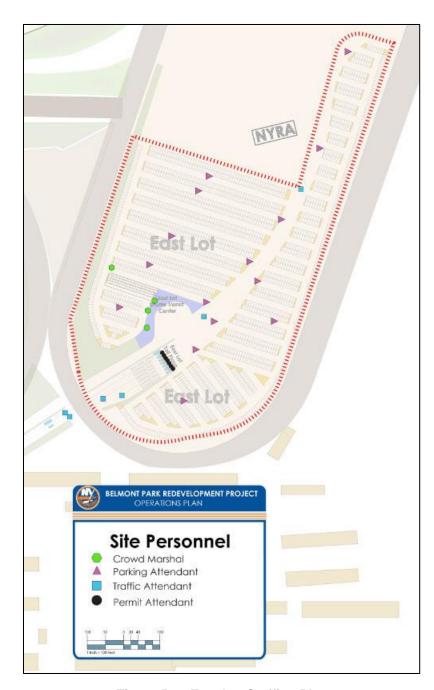


Figure 53 – East Lot Staffing Plan

14.4 Arena

As shown in Figure 54, at and around the arena there will be crowd marshals to separate ridesharing from the LIRR Belmont Park Shuttle, LIRR Elmont Station Shuttle, MTA, and the North Lot Shuttle. Traffic attendants would be needed to manage the Red Road crossing to the transit shuttle loading zones as well as the ridesharing crossing point of exiting vehicles from one load area with those going to the second load area. Crowd marshals and signage will be key to organized operations in this area.

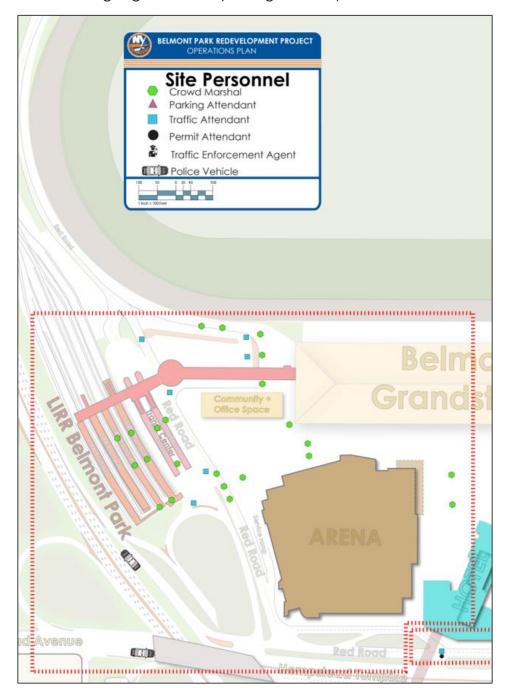


Figure 54 - Arena Area Staffing Plan

December 3, 2018

Empire State Development C/O Mr. Thomas Conoscenti – Director of Real Estate Development 633 Third Avenue New York, NY 10017

Re: Appraisal of Proposed Ground Lease related to development site located at;

2150 Hempstead Turnpike, Elmont, Nassau County, NY 11003

Dear Mr. Conoscenti:

As requested, we have appraised the above captioned property and prepared the accompanying report. The purpose of this appraisal is to estimate the value of the proposed ground lease in the subject property as of October 15, 2018.

The subject property comprises of ten tax lots containing 1,823,676± square feet (41.87 Acres) of land. It is further identified on the Nassau County Tax Map as follows;

	DIST-SEC-BLK-LOT	ADDRESS	ZONING	LOT SIZE (SF)	ACRES
	SUBJECT PARCEL A				
1	2007-32-B-82A - Part	2150 Hempstead Tpke, Elmont	HTE-G	653,400	15.00
	SUBJECT PARCEL B				
2	2089-32-372-81	Hempstead Tpke, Elmont	HTE-G*	440,827	10.12
3	2089-32-374-1	Huntley Road, Elmont	HTE-G	120,960	2.78
4	2089-32-391-36	Huntley Road, Elmont	HTE-G	70,000	1.61
5	2089-32-392-226	Huntley Road, Elmont	HTE-G	102,375	2.35
6	2089-32-393-1	Huntley Road, Elmont	HTE-G	83,790	1.92
7	2089-32-394-1	Huntley Road, Elmont	HTE-G	65,204	1.50
8	2089-32-395-1	Huntley Road, Elmont	HTE-G	44,618	1.02
9	2089-32-396-1	Huntley Road, Elmont	HTE-G	42,303	0.97
10	2089-32-397-50	Huntley Road, Elmont	HTE-G	79,479	1.82
Pa	aper Streets (4,024 LF x 30')	No Lot#	HTE-G	120,720	2.77
	Parcel B			1,170,276	26.87
	TOTAL	10 LOTS		1,823,676	41.87
* He	empstead Turnpike Elmont - G				

The site is designated as Parcel A and Parcel B by the client. Parcel A is located on the north side of Hempstead Turnpike, ± 400 -feet east of the Cross Island Parkway with $\pm 1,800$ -feet of frontage along Hempstead Turnpike. This parcel is not an independent tax lot, instead it is part of Lot #82-A in Block B. Lot #82-A contains a total of 385.47 acres of land improved with multiple structures including the main Belmont Racetrack grandstand building. For the purposes of this appraisal, we will assume that Parcel A is a self-contained 15-acre lot carved out of Lot #82-A at its southwestern corner.

/Continues

PATJO Appraisal Services, Inc.

Page 2

/Page 2 /Letter of Transmittal

This land area is currently part of a parking field and a recreation area/playground (called the Paddock) for children of patrons while in attendance at raceway events. No survey was provided depicting the precise boundaries of Parcel A but the client indicates that the parcel will comprise 15-acres of land. It is irregular in shape with level topography. The plan is to improve this parcel with an arena for the New York Islanders National Hockey League (NHL) franchise and other sports, music, and entertainment events, a hotel, office and community space, dining entertainment and retail uses, structured parking and plaza. Parcel A is located in the unincorporated hamlet of Elmont in the Nassau County Town of Hempstead. Parcel B is located on the south side of Hempstead Turnpike, ±320-feet east of the Cross Island Parkway with frontage of ±800-feet along Hempstead Turnpike; frontage of ±1,700-feet along the Cross Island Parkway and frontage of ±1,900-feet along Huntley Road. Based on our calculations, this parcel comprises of nine (9) contiguous tax lots and several paper streets for a total of ±26.87 acres. The land area is irregular in shape, has level topography, is slightly below street grade and it is paved with asphalt and used for parking. The plan is to improve this parcel with destination retail uses and structured parking. Parcel B is located in the unincorporated hamlet of Elmont in the Nassau County Town of Hempstead.

The subject property was inspected on October 15, 2018.

This appraisal was developed and this report was prepared in conformity with the Uniform Standards of Professional Appraisal Practice (USPAP) and the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

New York State Urban Development Corporation doing business as Empire State Development (the property owner) proposes to grant a developer a 49-year lease for the development of the site in keeping with specific conditions/limitations. Based on the investigations and analyses undertaken with respect to this appraisal, the value of the proposed 49-year ground lease as of October 15, 2018 is:

VALUE OF PROPOSED 49-YR LEASE WITH LIMITATIONS/RESTRICTIONS IMPOSED BY OWNER THIRTY FIVE MILLION NINE HUNDRED THOUSAND DOLLARS (\$35,900,000).

It was a pleasure serving you.

Respectfully Submitted, PATJO Appraisal Services, Inc.

Patrick A. Josephs, MS, FRICS, MAI, AI-GRS. NYS General Appraiser Lic. # 46000007968

EXECUTIVE SUMMARY

SUBJECT PROPERTY: 2150 Hempstead Turnpike, Elmont, New York 11003.

LOCATION OF PROPERTY: The subject property is located at the intersection of Cross

Island Parkway and Hempstead Turnpike, just over the

Queens/Nassau county border in Elmont.

LEGAL DESCRIPTION: District 2007, Section 32, Block B, Lot 82-A (Part of).

> District 2089, Section 32, Block 372, Lot 81 District 2089, Section 32, Block 374, Lot 1 District 2089, Section 32, Block 391, Lot 36 District 2089, Section 32, Block 392, Lot 226 District 2089, Section 32, Block 393, Lot 1 District 2089, Section 32, Block 394, Lot 1 District 2089, Section 32, Block 395, Lot 1 District 2089, Section 32, Block 396, Lot 1 District 2089, Section 32, Block 397, Lot 50

SITE DESCRIPTION: The subject property comprises of ten tax lots containing

1,823,676± square feet (41.87 Acres) of land. The site is designated as Parcel A and Parcel B by the client. Parcel A is located on the north side of Hempstead Turnpike, ±400-feet east of the Cross Island Parkway with ±1,800-feet of frontage along Hempstead Turnpike. This land area is currently used mostly for surface parking. No survey was provided depicting the precise boundaries of Parcel A but the client indicates that the parcel will comprise of 15-acres of land. It is irregular in shape with level topography. Parcel A is located in the unincorporated hamlet of Elmont in the Nassau County Town of Hempstead. Parcel B is located on the south side of Hempstead Turnpike, ±320-feet east of the Cross Island Parkway with frontage of ±800-feet along Hempstead Turnpike; frontage of ±1,700-feet along the Cross Island Parkway and frontage of ±1,900-feet along Huntley Road. Based on our calculations, this parcel comprises of nine (9) contiguous tax lots and several paper streets for a total of ±26.87 acres. The land area is irregular in shape, has level topography, is slightly below street grade and it is paved with asphalt and used for parking. Parcel B is located in the unincorporated hamlet of Elmont in the Nassau County Town of Hempstead.

FINAL VALUE OPINION:

Value of Proposed 49-yr Lease: \$35,900,000

DATE OF APPRAISAL: October 15, 2018

The Weitzman Group, Inc. 355 Lexington Avenue, New York, N.Y. 737 North Michigan Avenue, Suite 2060, Chicago, Illinois

July 3, 2019

Terrence Cho Director, Real Estate Development Empire State Development 633 Third Avenue New York, NY 10017

Re: Belmont Park Redevelopment

Elmont, New York

Mr. Cho,

The Weitzman Group, Inc. has been engaged to appraise the fee simple interest of the land and the leased fee interest of a market based 49-year ground lease at the subject property. The subject property, known as the Belmont Park Redevelopment Site, is comprised of two sites, totaling approximately 43 acres. As per your request, Weitzman has concluded on the market value of the fee simple interest of the underlying land of the site under the hypothetical condition that all development work is completed in conformance with the RFP and GPP. Furthermore, Weitzman will conclude on the market value of the leased fee interest of the 49-year ground lease of the site under the hypothetical condition that all development work is completed in conformance with the RFP and GPP. It is our understanding that this appraisal will be utilized by the client for internal purposes to provide a market value for the proposed ground lease, between New York Arena Partners (NYAP) and Empire State Development (ESD), based on the proposed improvements discussed herein.

Briefly described, the proposed improvements at the Belmont Park Redevelopment will encompass 15 acres on Site A, which is north of Hempstead Turnpike, and 28 acres on Site B, which is south of Hempstead Turnpike. Improved on Site A will be a 715,000 square foot arena with a maximum seating capacity of 19,000, between 85,000 square feet and 135,000 square feet of experiential retail, a 250 key hotel, 30,000 square feet of office space, 10,000 square feet of community space and 440 parking spaces. Of the 440 parking spaces, 400 will be located in a parking podium adjacent to the hotel. Furthermore, Site A is expected to contain approximately two acres of open space. Planned improvements for Site B comprise a retail village with between 300,000 square feet and 350,000 square feet of retail space, 3,000 parking spaces, and 3.75 acres of open space. It is noted that the 3,000 parking spaces will be located below grade beneath the retail village.

In deriving the market values of the subject property, the Income Capitalization and Sales Comparison Approaches to value have been considered. The Cost Approach to value was not considered given the subject property is currently undeveloped. Given the unique income characteristics of the subject property, we have based our final valuation on the Income Capitalization Approach to value. The Sales Comparison Approach is not a reliable indicator of value due to the uniqueness of the subject property, but has been relied upon for support of the value derived from the Income Capitalization Approach. The analyses, opinions, conclusions, and appraisal report were prepared by the undersigned. This appraisal is based on our primary research and our review of information provided to us by Empire State Development.

Based on the analyses and findings contained herein and the overall condition of the Nassau County and New York Metropolitan Area real estate market, it is our opinion that the market value of the fee simple interest in the underlying land of the Belmont Park Redevelopment site, free and clear of financing, subject to the completion and opening of the proposed improvements, as of October 1, 2021, is:

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The Weitzman Group, Inc. 355 Lexington Avenue, New York, N.Y. 737 North Michigan Avenue, Suite 2060, Chicago, Illinois

Mr. Terrence Cho Empire State Development July 3, 2019 Page 2

FOURTY MILLION TWO HUNDRED THOUSAND DOLLARS

\$40,200,000

Based on the analyses and findings contained herein and the overall condition of the Nassau County and New York Metropolitan Area real estate market, it is our opinion that the market value of the leased fee interest subject to a market based 49-year ground lease of the Belmont Park Redevelopment site, free and clear of financing, subject to the completion and opening of the proposed improvements on October 1, 2021, as of December 31, 2019, is:

FOURTY ONE MILLION DOLLARS \$41,000,000

This appraisal report has been made in conformity with and is subject to the requirements of the Uniform Standards of Professional Practice of the Appraisal Standards Board of the Appraisal Foundation, and in accordance with the Accounting Standards Codification (ASC) 820 (formerly SFAS 157). The valuation has also been conducted in conformity with and is subject to the Code of Professional Ethics and Standards of Professional Conduct of the Appraisal Institute. Our appraisal is further subject to the Basic Assumptions and Limiting Conditions and Certification Statement contained herein and made a part hereof.

The report also sets forth, in part, the data upon which our opinions are predicated. All materials used, and analyses conducted in the preparation of our value estimate are either presented in this report or have been retained in our files and are available upon request. The analyses, opinions, conclusions, and appraisal report were prepared by the undersigned. This appraisal is based on our primary research as well as our review of information provided to us by Empire State Development. The property was physically inspected by Keith A. Brenan and Spencer Cohn on April 9, 2019. Marilyn K. Weitzman, MAI, CRE, FRICS has not inspected the building, but is familiar with the property and its environs. Keith A. Brenan and Spencer Cohn assisted in the preparation of this report.

It has been a pleasure to be of service to you in the preparation of this appraisal report. Please do not hesitate to contact us with any questions you may have regarding our assumptions, opinions and conclusions.

Respectfully submitted,

THE WEITZMAN GROUP, INC.

Marilyn K. Weitzman, MAI, CRE, FRICS

Marilyon K. Wilm

Principal & Managing Director

SUMMARY AND CONCLUSIONS

Property Name: 2150 Hempstead Turnpike

Location: Elmont, New York

Property Type: Mixed-Use, Retail, Office, Hospitality and Entertainment

Site Description: The subject property is comprised of two sites. Site A, which is

located north of Hempstead Turnpike, encompasses approximately 15.00 acres, or 653,400 square feet across a portion of one tax lot. Site B, which is located south of Hempstead Turnpike, encompasses approximately 28.56 acres, or 1,243,856 square feet across nine tax lots and additional area. The

topography of both sites is generally flat.

Land Area: 43.56 acres (1,897,265 square feet)

Description of Proposed

Improvements: Briefly described, the proposed improvements at the Belmont

Park Redevelopment will encompass 15 acres on Site A, which is north of Hempstead Turnpike, and 28 acres on Site B, which is south of Hempstead Turnpike. Improved on Site A will be a 715,000 square foot arena with a maximum seating capacity of 19,000, between 85,000 square feet and 135,000 square feet of experiential retail, a 250 key hotel, 30,000 square feet of office space, 10,000 square feet of community space and 440 parking spaces. Of the 440 parking spaces, 400 will be located in a parking podium adjacent to the hotel. Furthermore, Site A is expected to contain approximately two acres of open space. Planned improvements for Site B comprise a retail village with between 300,000 square feet and 350,000 square feet of retail space, 3,000 parking spaces, and 3.75 acres of open space. It is noted that the 3,000 parking spaces will be located below grade beneath the

retail village.

Zoning: Town of Hempstead Residence B district and Hempstead

Turnpike - Elmont overlay district

Property Rights Appraised: Fee Simple Interest of the underlying land

Property Rights Appraised: Leased Fee Interest subject to a market based 49-year ground lease

with NYAP

Highest and Best Use: As if Vacant – Development of a large-scale mixed-use development

As Improved – Future development of a mixed-use development

Date of Value: Fee Simple Interest October 1, 2021

Leased Fee Interest December 31, 2019