Belmont Park Redevelopment Project
Draft Scope for Preparation of a
Draft Environmental Impact Statement

A. INTRODUCTION

This scope of work is for a Draft Environmental Impact Statement (DEIS) to inform the environmental review process for the proposed redevelopment of two underutilized parcels (the "Project Sites") located within Belmont Park in the unincorporated hamlet of Elmont, Town of Hempstead, Nassau County, NY. As shown in **Figure 1**, the Project Sites are located south of the existing Belmont Park Racetrack and Grandstand, and include approximately 15 acres on "Site A," north of Hempstead Turnpike, and approximately 28 acres on "Site B," south of Hempstead Turnpike. The Project Sites are currently 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).[1]

New York Arena Partners, LLC ("NYAP" or "the Applicant") proposes to construct a sports and entertainment destination (the "Proposed Project") at Belmont Park. The Proposed Project would redevelop the Project Sites with: an arena for the New York Islanders National Hockey League (NHL) franchise and for other entertainment events; dining, retail, and entertainment uses; a hotel; commercial office space; community center space; publicly accessible open space; parking; and up to two pedestrian bridges providing access between Sites A and B. In addition to the parking proposed for the Project Sites, it is expected that visitors to the Proposed Project would also utilize existing parking at Belmont Park in the "North Lot" and "South Lot" (shown in **Figure 1**) through a shared parking agreement with the FOB and NYRA. Construction of the Proposed Project would be expected to occur in a single phase over a period of approximately 28 months, starting in 2019, with 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 General Project Plan in accordance with the New York State Urban Development Corporation Act by ESD, which will include an override of the Town of Hempstead Building Zone Ordinance and provisions in the Town Code, where applicable. In addition, the Proposed Actions include lease approval from the FOB and the necessary approvals to facilitate the construction of an electric substation immediately adjacent to the North Lot, and three associated underground distribution feeders and underground transmission lines to serve the Proposed Project (to be constructed 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]). These Proposed Actions are discretionary actions subject to environmental review under the State Environmental Quality Review Act (SEQRA), Article 8 of the Environmental

[1] The affected tax parcels include: 32-B-82A (portion of) north of Hempstead Turnpike, and 32-372-81, 32-374-1, 32-391-36, 32-392-226, 32-393-1, 32-394-1, 32-395-1, 32-396-1, and 32-397-50 south of Hempstead Turnpike.

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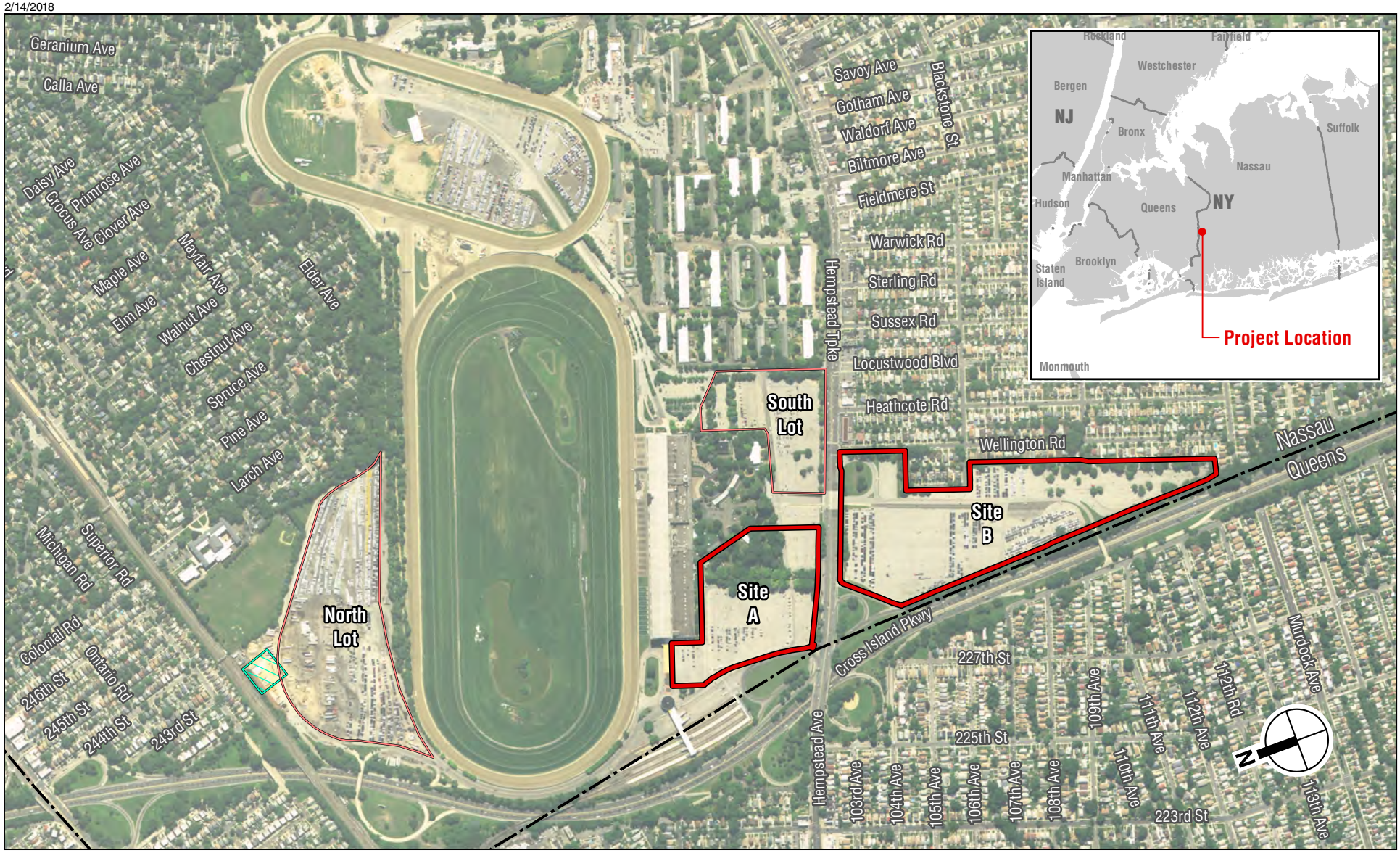

Project Sites

North and South Parking Lots

New Belmont Substation

0 1,000 FEET

BELMONT PARK REDEVELOPMENT PROJECT

Project Location
Figure 1

Conservation Law. ESD is proposing to serve as lead agency under SEQRA. Because the Proposed Actions may have significant adverse environmental impacts, ESD has determined that a DEIS will be prepared. To ensure comprehensive environmental review in accordance with SEQRA and its implementing regulations at 6 NYCRR Part 617, the potential environmental impacts associated with implementation of the Proposed Actions will be evaluated in the DEIS.

This Draft Scope has been prepared to describe the Proposed Project, present the proposed framework for the DEIS analysis, and discuss the scope of topics to be examined and methodologies to be followed in the preparation of the DEIS.

B. BACKGROUND

The Project Sites are located within Belmont Park, a State-owned property that is leased by the FOB to NYRA. Belmont Park is one of the major thoroughbred horseracing facilities in the country and has been in active use since 1905. It hosts the Belmont Stakes, the final race of the Triple Crown, as part of its Spring Meet that runs from the end of April through mid-July. The Fall Meet runs from early September through October. In addition, Belmont Park is used year-round for training facilities, including stables and residential accommodations for racing-related workers. The grandstand, 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. For the Spring and Fall Meets, or peak racing periods, Belmont Park has approximately 60,000 to 100,000 visitors, with Fall Meets attracting larger-than-average attendance. Outside of the peak racing periods, Belmont Park has an average daily attendance of approximately 3,000.

Construction and operation of the Proposed Project would be coordinated with NYRA and the FOB to protect the operational requirements of the Belmont Stakes held during the Spring Meet, which is the final leg of the Triple Crown, and other horse racing events.

DEVELOPER REQUEST FOR PROPOSALS (RFP) PROCESS

The underutilization of certain parcels within Belmont Park has led the State to formulate strategies to enhance economic development opportunities. The RFP solicitation for redevelopment of the Project Sites was issued on July 31, 2017 with the intention of strengthening Belmont Park as a premier destination for entertainment, sports, recreation, retail, and hospitality on Long Island. In addition to the overall goal of development that would complement the horse racing and wagering at Belmont Park, several other development objectives were also outlined in the RFP (see "Purpose and Need," below).

Proposals were encouraged to consider entertainment, sports, recreation, hospitality, and retail uses and exclude residential development, gaming (e.g., VLT, table games, and simulcast wagering), and horseracing. Three submissions were presented to ESD by September 28, 2017, including the Proposed Project submitted by NYAP. On December 21, 2017, NYAP was conditionally designated by ESD as developer of the Proposed Project, subject to completion of the requisite environmental review, among other conditions.

C. PROJECT DESCRIPTION AND PURPOSE AND NEED

PROJECT SITES

The Project 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 (see **Figure 1**). Site A is currently used for surface parking and includes a private open

space area 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 Hempstead Branch.

Site B, located south of Hempstead Turnpike, is an approximately 28-acre parcel currently used for surface parking for Belmont Park visitors and for vehicle storage.

The Project Sites are owned by the State of New York acting by and through the FOB, and are leased through a Ground Lease to NYRA. In accordance with the Ground Lease, the State has the ability to sever from the Ground Lease a portion of Site A and the entirety of Site B.[2]

In addition to the two Project Sites, it is expected that NYAP would utilize the existing North and South Lots at Belmont Park for additional parking through a shared parking agreement with the FOB and NYRA. The North Lot is an unpaved parcel located north of the racetrack that can accommodate approximately 2,250 spaces. The South Lot is located to the east of the proposed Arena, south of the racetrack, with approximately 1,025 spaces. The exact number of parking spaces that would be available on the North and South Lots would be subject to further engineering study and the conditions of the shared parking agreement.

The Proposed Actions would also facilitate the construction of an electric substation and associated underground distribution feeders and underground transmission lines, all of which would be operated by PSEG Long Island. PSEG is seeking approvals for easements from the FOB for an approximately 40,000-square-foot area located immediately adjacent to the North Lot for construction of the substation (see **Figure 1**). The underground distribution feeder cables would extend south, around the Belmont Park Racetrack and to the proposed uses on Site A. Underground transmission lines would extend north within roadbeds approximately 1.5 miles, connecting to the existing Floral Park substation.

PROJECT DESCRIPTION

The Proposed Project would replace the underutilized paved parking lots that exist on Sites A and B with an arena for the New York Islanders NHL franchise and for other entertainment events; dining, retail, and entertainment uses; a hotel; commercial office space; community center space; publicly accessible open space; parking; and up to two pedestrian bridges providing access between Sites A and B. The proposed program is specified in **Table 1**, and additional description of the program components are provided below. **Figure 2** illustrates the location of the various program components based on two site plan options currently being considered. As detailed below, the primary difference between the two options is the allocation of the proposed retail uses across Sites A and B.

Site Plan Option 1

- Site A would include: the proposed arena; the hotel; approximately 85,000 gross square feet (gsf) of "Entertainment District" retail; approximately 350,000 gsf of luxury outlet stores within a "Retail Village;" approximately 30,000 gsf of commercial office space;

[2] Approximately 7 acres included on Site A would require cooperation with NYRA, which has a lease agreement on the property that expires in 2033.

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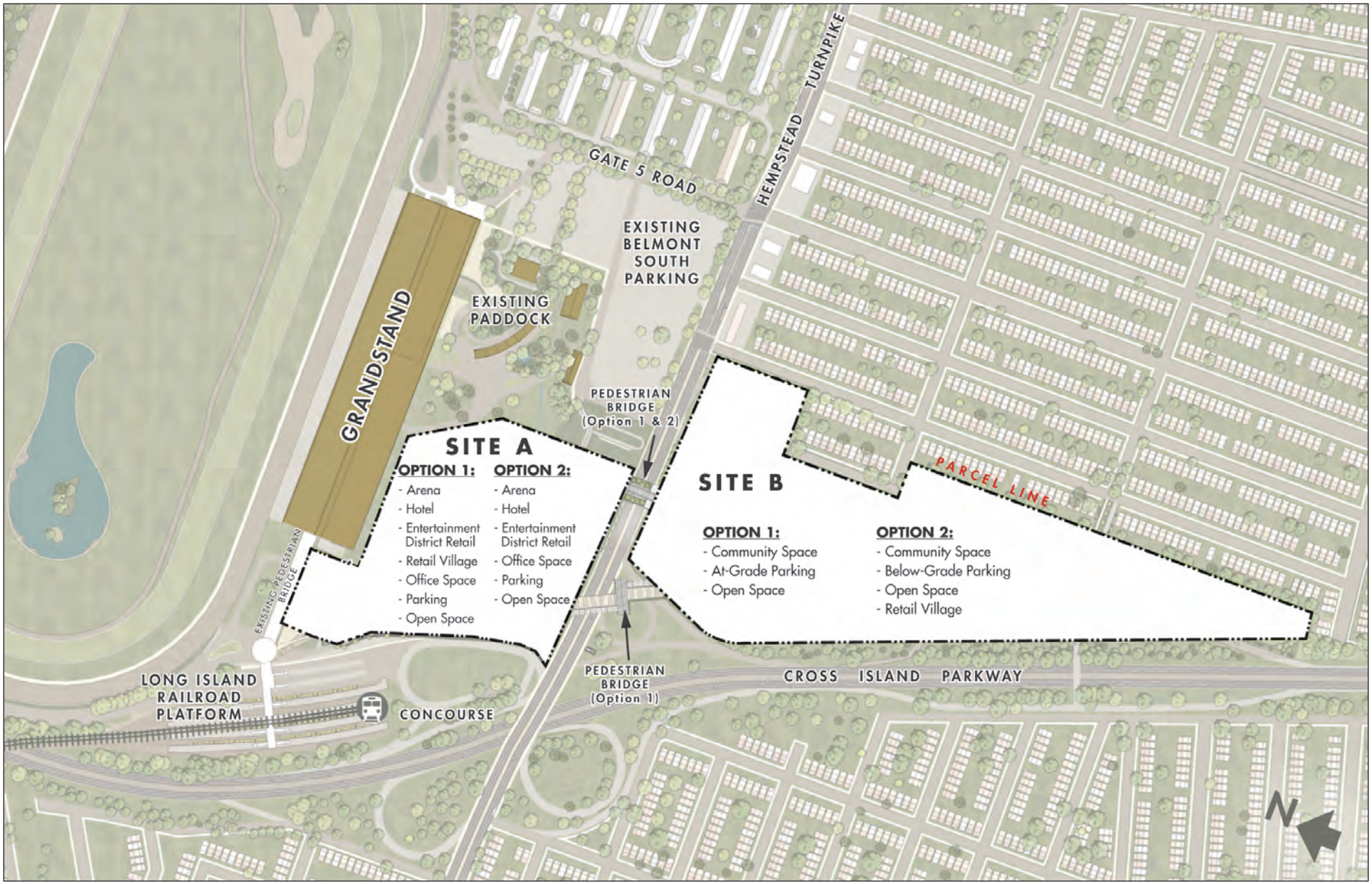

Proposed Project Site Plan

BELMONT PARK REDEVELOPMENT PROJECT

Figure 2

approximately 1.2 acres of publicly accessible open space; and approximately 1,339 parking spaces below the podium of the arena.

- Site B would include: approximately 10,000 gsf of community center space; approximately 6.1 acres of publicly accessible open space; and approximately 2,360 spaces of at-grade parking.
- Sites A and B would be connected by two pedestrian bridges.

Site Plan Option 2

- Site A would include: the proposed arena; the hotel; approximately 85,000 gsf of "Entertainment District" retail; approximately 30,000 gsf of commercial office space; approximately 2.0 acres of publicly accessible open space; and approximately 500 parking spaces below the podium of the arena.
- Site B would include: approximately 10,000 gsf of community center space; approximately 6.5 acres of publicly accessible space; approximately 350,000 gsf of luxury outlet stores within a "Retail Village"; and approximately 1,700 spaces of below-grade parking.
- Sites A and B would be connected by one pedestrian bridge.

The Applicant is currently seeking community input and is consulting with retail specialists to understand how to optimize the arrangement of uses for the Proposed Project's visitors. The preferred site plan option will be presented in the Final Scope, and will be analyzed in the DEIS; the other site plan option will also be considered in the DEIS as an alternative to the preferred option.

Table 1
Proposed Program

Proposed Use	GSF/SF
Arena	660,000 gsf (Up to 19,000 seats[1])
Retail, Dining, and Entertainment	435,000 gsf
Hotel	193,000 gsf (Up to 250 keys)
Office	30,000 gsf
Community Space/Innovation Center	10,000 gsf
Open Space	316,000 to 370,000 sf (7.3 to 8.5 acres)[2]
Parking	660,000 to 1,124,610 sf (2,200 to 3,699 spaces)[3]

Notes: [1] Up to 18,000 seats for NHL hockey; up to 19,000 seats for other select events.
[2] Site Plan Option 1 would provide approximately 7.3 acres of publicly accessible open space, while Site Plan Option 2 would provide approximately 8.5 acres of publicly accessible open space.
[3] Site Plan Option 1 would provide approximately 3,699 spaces on Sites A and B, while Site Plan Option 2 would provide approximately 2,200 spaces on Sites A and B. In addition to parking provided on Sites A and B, under either site plan option it is anticipated that NYAP, through a shared parking agreement with the FOB and NYRA, would utilize existing parking on the North and South Lots (approximately 3,275 existing surface parking spaces or more).
Source: NYAP, February 2018.

ARENA

The proposed multi-purpose arena would be a new state-of-the-art facility located in the eastern central portion of Site A. The arena would contain approximately 18,000 seats for hockey; it has been designed to the demand specifications of a NHL facility and would be the home of the New York Islanders. In addition to serving as a professional hockey venue, the building would host major concerts, college sports, conferences, and family events.

NYAP envisions that the types of events to be held within the arena in addition to the approximately 41 to 55 New York Islanders home games[3] include: approximately 50 non-NHL marquee events that would fully utilize the arena's space (19,000 seats), such as a music concert; 80 large to medium events (utilizing between 6,000 and 11,500 seats), such as Disney on Ice, Cirque Du Soleil, E-Sports, or High School sports; and approximately 39 small or non-ticketed events (3,500 seats or less), such as conferences, expos, graduations, or community events. The number of non-NHL events to be held within the arena in a given year is estimated to be over 150.

RETAIL, DINING, AND ENTERTAINMENT

NYAP is proposing approximately 350,000 gsf of destination-type retail uses with an average storefront size of 2,000 sf within a "Retail Village." This retail area is intended to create a village-type atmosphere that would incorporate pedestrian pathways and squares, lined with small and unique buildings featuring boutiques, restaurants, and special events to complement the shopping experience. NYAP does not propose to include any large-format "big box" retail uses. As envisioned by NYAP, the proposed "retail village" (located on Site A in Site Plan Option 1, Site B in Option 2) would be composed of pedestrian boulevards and squares, lined with a collection of storefronts occupied by individual fashion and lifestyle brands and food and beverage concepts. 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 use that is anticipated to draw customers from the proposed arena complex and Belmont Park, and would also serve existing local and regional trade areas.

In addition, approximately 85,000 gsf of "Entertainment District" retail would be located on Site A, consisting primarily of dining and entertainment uses.

HOTEL

The proposed hotel would rise above the 102-foot-high Belmont Park Grandstand and the proposed arena and retail village to a height of approximately 265 feet, providing views of the Racetrack. With up to 250 hotel rooms and conference facilities, the hotel is intended to serve the existing Belmont Park Racetrack and surrounding community, as well as new demand generated by the Proposed Project.

OFFICE

The proposed office space totaling 30,000 gsf would be located on Site A and is expected to be used primarily by employees associated with the New York Islanders staff and arena operations.

[3] Based on a current NHL schedule, there would be approximately 41 regular season home games and up to 14 post-season home games.

COMMUNITY SPACE/INNOVATION CENTER

The proposed 10,000-gsf community facility would be maintained and operated by NYAP or its partners. It is anticipated that the community facility would offer an array of programming options with particular focus on health and wellness, as well as educational and career development services.

In keeping with NYAP's goal to use the arena and other elements of the Proposed Project as a platform for innovation in live entertainment and guest experience, NYAP intends to create and operate facilities in this space that would 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. NYAP has already commenced discussions with leading New York-based enterprises to provide content and programming for the facilities to be incorporated into this component of the development, and NYAP has indicated that they will seek community input in finalizing the program.

OPEN SPACES

The proposed open spaces would provide active recreational amenities, such as basketball courts and turf playing fields, as well as naturally landscaped areas and picnic areas. Approximately 5.9 acres of publicly accessible landscaped open spaces are proposed to be located on Site B, adjacent to the Elmont residential community and accessible from Site B as well as 109th Avenue just west of Wellington Road. Walking trails would link open space northward along the buffered landscape area separating Site B from the adjacent residential areas. An additional approximately 0.22 acres would be dedicated to basketball courts and/or other active recreational amenities. There is additional acreage of publicly accessible space proposed outside of main arena entrances, which is anticipated to be hardscaped. Similar to the above-described community space, NYAP intends to seek community input in finalizing programming for the proposed open spaces.

PARKING

Parking is proposed to accommodate the Proposed Project's patrons and employees. Depending upon the selected site plan option, there would be between approximately 500 and 1,339 parking spaces proposed on Site A, and between approximately 1,700 and 2,360 spaces on Site B. There would be limited structured parking on Site A, in the arena's podium, available to New York Islanders team members and staff, as well as for retail patrons (valet and self-park options) and limited hotel parking (expected to be for valet parking only). In addition, it is anticipated that NYAP, through a shared parking agreement with FOB and NYRA, would utilize existing parking on the North and South Lots (approximately 3,275 existing surface parking spaces or more) and would provide shuttle transportation from the North Lot to Site A for major events. Up to two proposed pedestrian bridges across Hempstead Turnpike would connect the proposed parking areas and community space on Site B to the proposed arena complex on Site A. NYAP intends to utilize the existing pedestrian tunnel that connects Site B to Belmont Park Racetrack primarily for running conduit and other service uses, and it would no longer be for public use. Rather, the proposed pedestrian bridge(s) would provide access between the sites.

PURPOSE AND NEED

ESD identified the following development objectives for the redevelopment of the Project Sites:

- 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.

The Proposed Project responds to the development objectives in several ways. First, it creates a gateway to Long Island by creating a striking new presence for Elmont; attentive and sensitive architectural design, signage, public art, and landscape elements would transform the current vacant and underutilized space on the Project Sites to the benefit of the community. Second, it would create a premier destination by providing a year-round retail village, hotel, and arena, all of which would complement Belmont Park. In addition, the Proposed Project would greatly diversify the economic base at Belmont Park, maximizing economic benefit in comparison with the current underutilized character of the Project Sites. Economic risk would 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. According to NYAP, the implementation of the plan is anticipated to create over 3,100 permanent jobs and 12,300 temporary construction jobs, including direct and indirect jobs.[4] This significant investment in the metropolitan New York region would 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 veteran participation, with apprenticeship programs and diversity initiatives and commitments anticipated during both construction and operations.

In addition, the proposed sports and entertainment arena would 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.

Overall, the Proposed Project would benefit the local community by creating a dynamic and iconic new gateway to Long Island, and by providing new retail and entertainment and substantial employment opportunities that can be locally accessed by adjacent communities. In addition, the Proposed Project incorporates an approximately six-acre public open space and community center at the south end of Site B that is accessible to the Elmont community east of the site. Finally, the Proposed Project would target LEED v4certification, which indicates NYAP's commitment to a

[4] As noted in Task 7, the DEIS will include independent estimates of the economic benefits associated with the Proposed Project.

sustainably designed and built project. The Proposed Project would 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.

D. REQUIRED ACTIONS AND ENVIRONMENTAL REVIEW

ESD DISCRETIONARY ACTIONS

The Proposed Project is preliminarily expected to require the following ESD discretionary actions (the "Proposed Actions"):

- ESD adoption and authorization of a General Project Plan in accordance with the New York State Urban Development Corporation Act, which will include an override of the Town of Hempstead Building Zone Ordinance (BZO) and provisions in the Town Code, where applicable, to facilitate the Proposed Project. Specific BZO and Town Code regulations anticipated to be subject to the override may include but are not limited to:
  - Permitted and accessory uses;
  - Minimum lot area and width;
  - Maximum building area and height;
  - Minimum front, side, and rear yard depths;
  - Maximum building coverage and heights;
  - Minimum parking stalls, stall size, aisle width, and parking setbacks; and
  - Signage.

OTHER REQUIRED APPROVALS AND AGENCIES

In addition to the above-described required approvals, several other involved and interested agencies and approvals have been preliminarily identified as being required to implement the Proposed Project, as follows:

- NYS Office of General Services: review of transaction on behalf of the FOB as agent; building permits for construction;
- FOB approval of easements for substation and cables;
- NYS Department of Transportation: highway work permits for curb cut access and pedestrian bridge(s);
- NYS Department of Environmental Conservation: State Pollutant Discharge Elimination System Permit/approval of Storm Water Pollution Prevention Plan (SWPPP);
- NYS Office of Parks, Recreation and Historic Preservation: historic resources determination;
- Long Island Lighting Company d/b/a Long Island Power Authority (LIPA): new substation and electric connection;
- Nassau County Department of Public Works: sewer permit/drainage requirements; and
- Nassau County Fire Marshal: application of the Nassau County Fire Prevention Ordinance.

ENVIRONMENTAL SETTING

SEQRA requires that a DEIS include a concise description of the environmental setting of the areas to be affected, sufficient to understand the impacts of a proposed action and alternatives.

The DEIS will include a discussion of existing conditions as well as conditions expected in the future with the Proposed Project. As noted above, construction of the Proposed Project is expected to occur in a single phase over a period of approximately 28 months. Therefore, analysis of the Proposed Project's potential impacts will be performed for one analysis year (2021). In accordance with SEQRA, the DEIS will consider the Proposed Project's potential significant adverse impacts on the environmental setting, taking into accounted planned and in-construction development as well as major infrastructure projects in the area that are anticipated to be completed by 2021.

In accordance with SEQRA, the DEIS will also analyze the cumulative impacts of the Proposed Project and other relevant projects that will affect conditions in any of the relevant study areas in 2021. Governmental entities with jurisdiction in an approximately ½-mile radius surrounding the Project Sites—including Nassau County, the Town of Hempstead, Village of Floral Park, Village of Bellerose, and the Borough of Queens—as well as NYRA will be contacted for information regarding planned future development and capital projects.

ENVIRONMENTAL REVIEW PROCESS

The Proposed Project is subject to environmental review under SEQRA. ESD is proposing to be the SEQRA lead agency for the Proposed Project. The Proposed Project requires: adoption and authorization of a General Project Plan in accordance with the New York State Urban Development Corporation Act by ESD which will include an override of the Town of Hempstead Building Zone Ordinance and provisions in the Town Code, where applicable. These are discretionary actions subject to SEQRA. All state, county, and local government agencies in New York must comply with SEQRA. The environmental review process allows decision-makers to systematically consider environmental effects of the Proposed Project, to evaluate reasonable alternatives, and to identify measures to mitigate significant adverse environmental effects to the extent practicable. The SEQRA process facilitates public involvement in the process by providing the opportunity for public comment on the DEIS and Draft Scope.

The lead agency's first charge is to determine whether the Proposed Project may have a significant adverse impact on the environment. ESD prepared an Environmental Assessment Form (EAF) and determined that the Proposed Project may result in significant adverse environmental impacts. On February 27, 2018, ESD issued a Combined Notice that included its intent to act as lead agency, a Positive Declaration—thereby requiring the preparation of a DEIS—and a public scoping meeting notice, along with this Draft Scope for the DEIS.

Public scoping meetings will be 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 will be 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 will be accepted through 5:00 PM on Friday, April 6, 2018, at which point the public comment period for the Draft Scope will close. All comments received prior to the close of the comment period will be considered by the lead agency and a Final Scope inclusive of any changes as appropriate will be prepared and distributed.

A DEIS will be prepared for review by the lead agency. Upon its determination that the DEIS document is complete and sufficiently analyzes the environmental effects of the Proposed Project pursuant to the Final Scope, the lead agency will issue a Notice of Completion. Publication of the DEIS and issuance of the Notice of Completion commence the public review period. During this time, the public may review and comment on the DEIS, either in writing or at a public hearing convened for the purpose of receiving such comments. A public hearing will be held to accept comments on the DEIS, and a written comment period will be provided. After the close of the

public comment period on the DEIS, a Final EIS (FEIS) will be prepared. All substantive comments received on the DEIS, at the hearing or during the comment period, become part of the SEQRA record and are summarized and responded to in a new chapter of the FEIS, "Response to Comments."

The lead agency and each involved agency must adopt a set of written findings based on the FEIS prior to taking any discretionary actions subject to SEQRA. The approval process for the GPP is set forth in the *New York State Urban Development Corporation Act, Chapter 174 of the Laws of 1968* (the "UDC Act"). The procedure under the UDC Act is generally as follows: ESD initially adopts a GPP and makes it available for public review and comment, including a public hearing. This is typically coordinated with the SEQRA process so that one public hearing is held that serves for both the GPP and the DEIS. After the hearing, the ESD Board may affirm, reject, or modify the GPP. ESD must make its SEQRA Findings before it can take its final action regarding the GPP.

E. SCOPE OF WORK

The DEIS will contain:

- A description of the Proposed Actions and the Proposed Project, its purpose and need, and its environmental setting;
- An evaluation of the potential significant adverse environmental impacts of the Proposed Project, including short- and long-term and cumulative impacts, when considered with other planned developments in the area;
- An identification of any significant adverse environmental impacts that cannot be avoided if the Proposed Project is implemented;
- A discussion of any irreversible and irretrievable commitments of resources to develop the project;
- Any growth-inducing aspects of the Proposed Project;
- Impacts of the Proposed Project on solid waste management;
- Impacts of the Proposed Project on special groundwater protection areas;
- A description of mitigation measures proposed to eliminate or minimize significant adverse environmental impacts; and
- A discussion of feasible alternatives to the Proposed Actions and the Proposed Project.

All of the specific areas of analysis to be included in the DEIS, as well as their respective tasks, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the DEIS will introduce the reader to the Proposed Project and present its purpose, public need, and benefits, including social and economic considerations. This chapter will provide a detailed description of the project including project location and boundaries, existing uses on the Project Sites and other directly affected areas (including the new substation and the North and South Lots), and the proposed uses. The chapter will also describe objectives relating to the redevelopment of the Project Sites within Belmont Park. The project description will also provide additional detail on the planning history of Belmont Park, including the Developer RFP process. In addition, the chapter will describe the SEQRA process and the

environmental setting to be analyzed in the DEIS, the required actions and approvals necessary for project implementation, and the roles of the lead agency and other involved public agencies.

TASK 2. LAND USE, ZONING, AND COMMUNITY CHARACTER

The Proposed Actions include the adoption and authorization of a GPP, which will include an override of the Town of Hempstead Building Zone Ordinance and provisions in the Town Code, where applicable. Additionally, the Proposed Actions would result in new and different land uses to the Project Sites and other directly affected areas. Therefore, the DEIS will include an assessment of the Proposed Actions' consistency with land use, zoning, and community character, as detailed below.

LAND USE

The DEIS will describe the physical characteristics of the Project Sites and other directly affected areas, in terms of boundaries, acreage, landscaping and other vegetated areas, buildings, roadways, parking lots and other pavement areas, infrastructure, use areas and open space. Maps/aerial photographs, tables, and descriptive text, as appropriate, will be used in this chapter of the DEIS to provide: (a) an overview of the communities in the surrounding area, within both the Town of Hempstead in Nassau County and the Borough of Queens in New York City, including Bellerose Terrace and Bellerose to the north, Floral Park to the northeast, South Floral Park to the east, Elmont to the south and southeast, Cambria Heights to the southwest, and Queens Village to the west-northwest; and (b) details regarding the land uses within a ½-mile radius of the Project Sites and other directly affected areas.

In order to describe any current or ongoing changes to land use patterns in the area surrounding the Project Sites, information regarding other major pending development proposals and planned capital projects within ½-mile study area radius will be obtained from local municipalities and other involved agencies. This information will be summarized in terms of location, existing and proposed uses/conditions, size, and status/schedule.

Project-related changes to the physical characteristics of the Project Sites and other directly affected areas will be described and compared to future conditions without the Proposed Project in terms of land coverage (e.g., landscaping and other vegetated areas, buildings, roadways, and parking lots and other pavement areas), as well as infrastructure, use areas, and open space. Existing uses on the Project Sites and other directly affected areas that would be displaced by the Proposed Project will be identified, and provisions to accommodate such uses elsewhere (as necessary) will be discussed. This analysis will address the degree to which the proposed uses are compatible with (i.e., "complementary to") the existing uses at Belmont Park and uses within the surrounding ½-mile study area, and also will examine more specific aspects of land use compatibility (e.g., in terms of density, bulk, height, setbacks, and similar parameters). Similarly, the DEIS will assess the internal compatibility of the various uses within the Project Sites and the other directly affected areas under the Proposed Actions.

ZONING

The current zoning requirements of the Project Sites (i.e., Town of Hempstead Residence B district, and Hempstead Turnpike-Elmont overlay district) will be described in terms of use and dimensional requirements. Existing zoning in the ½-mile study area will be described and depicted on a map. Compatibility of current land uses with existing zoning in the study area will also be examined and reported.

Relevant land use plans that encompass or address the Project Sites will be reviewed and analyzed. This includes the community-based *Elmont Community Vision Plan* (Town of Hempstead and Nassau County, June 2008), the most recent adopted version of the *Nassau County Comprehensive Pla*n (Nassau County Planning Commission, December 1998), and the 2003 and 2008 *Nassau County Master Plan Updates*, as applicable.

The DEIS will evaluate the consistency of the Proposed Action with applicable land use plans, including the 2008 *Elmont Community Vision Plan*, the *Nassau County Comprehensive Plan*, as well as the *2003 and 2008 Nassau County Master Plan Updates.*

ESD is expected to use its special powers to override municipal zoning jurisdiction, and therefore, the Proposed Actions do not contemplate the need for local zoning approvals. As part of the GPP development, a set of Design Guidelines will be prepared to provide bulk and form parameters in lieu of zoning and other local regulations. The specific overrides required to implement the Proposed Project will be enumerated and described in terms of the aspects of the Proposed Project that do not conform to local zoning and certain other regulatory provisions. While it is anticipated that the Proposed Actions will include a zoning override, to the extent applicable, the DEIS will assess the general compatibility of the Proposed Project with zoning in the area.

COMMUNITY CHARACTER

Community character is a broad-based parameter encompassing a range of variables which, in addition to land use and zoning, include socioeconomic conditions, open space, historic and cultural resources, visual resources, transportation, and noise. The DEIS will provide a narrative description of community character in the area surrounding the Project Sites.

This chapter will evaluate the Proposed Project's conformance with the character of the surrounding ½-mile study area. In general, a community character impact may result if there is a potential for a combination of potential significant impacts to land use/zoning, socioeconomic conditions, open space, historic/cultural resources, visual resources, transportation, and noise. As the Proposed Actions may have the potential to result in significant adverse impacts to more than one of these variables, a community character analysis will be conducted. This analysis will identify the defining features of the ½-mile study area, assess how these major characteristics relate to the area's overall character, and analyze whether the Proposed Actions could significantly alter the defining features of the community.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified. These measures may relate to various land use/zoning parameters such as building uses, height, bulk, setbacks, and buffers.

TASK 3. COMMUNITY FACILITIES AND UTILITIES

The Proposed Project would not result in the direct displacement of any existing community facilities or utilities. However, it would place additional demands on community facilities and services, as well as on utilities; therefore, the potential indirect effects of these incremental demands will be analyzed, as detailed below. It should be noted that the Proposed Action includes the development of community facility space on the Project Sites, which will be described in the DEIS.

The existing community facilities and services and utilities serving the Project Sites will be described, including: Nassau County Police Department, 5th Precinct; Nassau County Police Medic Association (for emergency medical services); Elmont Fire Department (for fire protection and ambulance service); private solid waste collection and disposal services; Water Authority of

Western Nassau County for potable water supply; Nassau County Department of Public Works for sewage collection, treatment, and disposal; PSEG Long Island for electricity; National Grid for natural gas; and Elmont Memorial Library. The DEIS also will identify those service providers that would not be adversely affected by the Proposed Actions (e.g., the Proposed Project does not include a residential component that would introduce additional children into the Elmont Union Free School District or the Sewanhaka Central High School District). This discussion will be based upon existing information sources, and will include a direct inquiry in correspondence to the entities that will be required to serve the Project Sites to obtain information about their respective facilities, equipment, capabilities, constraints, and any planned improvements. LIPA has already identified a need to construct a new substation and associated feeders and transmission lines to service the project. All requests to and responses received from the service providers and utilities will be documented in the DEIS.

Existing water use for the Project Sites will be estimated based on site-specific data or standard factors applied to domestic consumption for any active buildings and other operational facilities, as well as any landscaped areas that are receiving irrigation. The water purveyor serving the Project Sites (i.e., Water Authority of Western Nassau County) will be consulted regarding the ability to service the Project Sites under existing conditions (e.g., pumping capacity, distribution, water pressure, and occurrence of significant contamination in supply wells and the need for treatment), and any recent or planned upgrades or improvements to increase the availability of water to the Project Sites will be reported. The existing water distribution system, and the presence of any active wells or water storage facilities on the Project Sites, or on the remainder of Belmont Park, also will be discussed. The analysis of existing conditions will address average demand conditions, as well as peak demand periods (e.g., during special events at Belmont Park).

Existing sanitary waste flow on the Project Sites will be quantified based on the existing water use estimate. The DEIS will also identify the wastewater treatment plant serving the site (i.e., Bay Park), and the sewer mains serving the site based on existing surveys and other available information. The Nassau County Department of Public Works will be consulted regarding the ability to service the Project Sites under existing conditions (including capacity of collection/conveyance piping and/or wastewater treatment plant, compliance with discharge standards and other permit conditions), as well as any recent or planned upgrades or improvements to increase the capacity and/or reliability of the wastewater collection and disposal system available for the Project Sites; this will include post-Superstorm Sandy repairs/enhancements to the sewage treatment plant providing for greater storm resiliency.

Consultations with the involved service providers/utilities will be undertaken to assess their ability to serve the Proposed Project. Specific responses from service providers will be supplemented by published information and will be used to assess service capabilities and anticipated impacts to the degree practicable, including quantifying the demand that would be created for each provider by the Proposed Project. In accordance with SEQRA, this chapter will also assess impacts of the Proposed Project on solid waste management and its consistency with the state or locally adopted solid waste management plan.

Potable water demand will be calculated for the Proposed Project based on Nassau County Department of Health sewage flow standards and/or other relevant factors. Irrigation demand will be computed based on the projected area of landscaping and standard factors for seasonal irrigation use. These quantities of projected future water demand will be compared to existing conditions for the Project Sites in order to calculate the projected net increase in water demand under the Proposed Actions.

The Water Authority of Western Nassau County will be consulted to identify potential water infrastructure issues that may affect supply, water pressure and/or distribution capacity, as well as any new or expanded infrastructure that may be required to serve the water demand associated with the Proposed Project. The need for fire protection infrastructure (e.g., hydrants, piping) on the redeveloped Project Sites will also be discussed.

Sewage flow will be based on the domestic water use calculation, and will be compared to the existing condition to calculate the projected net increase in wastewater discharge under the Proposed Actions. The Nassau County Department of Public Works will be consulted to identify the ability of the existing infrastructure to accommodate projected sewage flow from the Project Sites under the Proposed Actions. This inquiry to the County will include a request for information on the adequacy of the capacity of the Bay Park Wastewater Treatment Plant and the existing sewer mains at the project site to serve the redeveloped Project Sites, as well as information regarding the potential for the Proposed Project to cause or exacerbate contraventions of the Treatment Plant's discharge standards.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 4. OPEN SPACE/RECREATIONAL RESOURCES

The Proposed Project would introduce between approximately 7.2 and 8.5 acres of new publicly accessible open spaces on Sites A and B. While the Proposed Project would not directly displace any existing publicly accessible open space resources, it would displace a portion of private open space within Belmont Park (on the easterly portion of Site A, adjacent to the Belmont Park paddock) that includes a lawn with trees, paths, and picnic benches. As detailed below, the open space and recreational resources chapter of the DEIS will assess these direct effects, and consider the potential indirect effects of incremental demands on area open space resources generated by the Proposed Project's workers and visitors.

The assessment will include an inventory of the existing public open spaces and recreational resources that serve the communities within the ½-mile radius area surrounding the Project Sites. These resources, as well as private open space resources on Site A, will be described through text and representative photographs. Text will describe the nature of the facilities and the uses that currently are accommodated, based primarily on a field inspection. The schedule and level/intensity of activities in this area will be based primarily on information provided by the Town of Hempstead, Borough of Queens, NYRA, or other managing entities.

The potential effects that the Proposed Project will have on the study area's existing open space/recreational resources will be described, in terms of facilities, uses, and activities on the Project Sites. This assessment will describe the types of open space and recreational amenities contemplated as part of the project-generated publicly accessible open space proposed for Sites A and B, and the potential benefits to the community. The assessment also will consider the project-induced displacement of private open space resources from the easterly portion of Site A, and the expected incremental demand placed on existing and project-generated open spaces from the Proposed Project's workers and visitors.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 5. HISTORIC AND CULTURAL RESOURCES

Cultural resources include both archaeological and architectural resources. Architectural resources include National Historic Landmarks (NHLs); properties listed on the State and National Registers of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible historic district; properties recommended by the New York State Board for listing on the S/NR; and potential architectural resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements). Archaeological resources include material culture and other physical remnants of past human activities on a site. They can include archaeological resources associated with Native American populations that used or occupied a site; these resources are also referred to as "precontact," since they were deposited before Native Americans' contact with European settlers. Archaeological resources can also include remains from activities that occurred during the historic period, which began with the European colonization of the region in the 17th century.

As is required of any State agency undertaking a discretionary action, the Proposed Actions will be subject to review by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) pursuant to the New York State Historic Preservation Act (SHPA) of 1980, as set forth in Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law (Section 14.09). Therefore, an analysis will be undertaken to examine the potential impacts of the Proposed Actions on historic and cultural resources in consultation with OPRHP, pursuant to Section 14.09. On January 30, 2018, information regarding the Proposed Project was provided to OPRHP via OPRHP's Cultural Resources Information System (CRIS).

ARCHITECTURAL RESOURCES

The potential for the Proposed Actions to have impacts on architectural resources will be considered for the Project Sites and other directly affected areas as well as the Project Impact Area (the study area). The study area is the geographic area where the Proposed Actions may have the potential to directly or indirectly impact architectural resources, and will be delineated to consider areas from which the Proposed Project and substation may be visible and could potentially impact the historic characteristics or setting of an architectural resource. Any known architectural resources in the study area will be mapped and described. A field survey of the Project Sites and other affected areas and study area will be conducted by an architectural historian, to determine whether there are any potential architectural resources that could be affected by the Proposed Actions. In addition, based on the initial submission of the Proposed Project to OPRHP (discussed above), OPRHP will either make a preliminary determination regarding the potential for the Proposed Actions to have impacts on architectural resources or request additional information in order to make such a determination.

Based on planned development projects and other considerations of the future baseline condition as detailed in Task 2 above, this chapter will discuss any potential impacts on architectural resources that are expected in the future without the Proposed Project. This chapter will also assess the Proposed Actions' potential impacts on architectural resources, including visual and contextual impacts, as well as any direct physical impacts.

If applicable, mitigation measures to avoid and/or mitigate any adverse impacts on architectural resources would be identified in consultation with OPRHP and would be set forth in a Letter of Resolution (LOR) pursuant to Section 14.09.

ARCHAEOLOGICAL RESOURCES

Because the Proposed Actions would involve new in-ground disturbance, its potential to adversely affect archaeological resources will be assessed. The study area for archaeological resources will include all areas on the Project Sites and other directly affected areas (including the new substation and associated transmission line route) that could be disturbed by in-ground construction as a result of the Proposed Actions. In response to the initial submission of the Proposed Project to OPRHP, OPRHP will make a preliminary determination of the Project Sites' archaeological sensitivity. In the event that OPRHP determines that the Project Sites and the other directly affected areas are not potentially archaeologically sensitive, no further analysis of archaeological resources would be warranted. In the event that OPRHP determines that the Project Sites or any of the other directly affected areas are potentially archaeologically sensitive, then further analysis in the form of a Phase 1A Archaeological Documentary Study ("Phase 1A Study") would be required.

The Phase 1A study would assess the archaeological sensitivity of the Project Sites and the other directly affected areas, as applicable, with respect to both precontact and historic period archaeological resources. The Phase 1A study would outline the sites' precontact and historic contexts, environmental setting, and development history and past disturbance in great detail in order to identify any potential resource types that may be present on the sites. The Phase 1A study will also make a determination as to whether or not any additional archaeological investigation (i.e. Phase 1B archaeological testing) is necessary. The conclusions of the Phase 1A study would be summarized in the DEIS.

TASK 6. VISUAL RESOURCES

The Proposed Project would redevelop portions of Belmont Park into an arena for the New York Islanders Hockey Club; a hotel; office space; an innovation/incubator community space; surface and structured parking; open space; and retail, dining, and entertainment uses in a "retail village." The proposed redevelopment would replace underutilized parking lots and displace a small private open space area within Belmont Park. Therefore, a visual and aesthetic resources analysis will be conducted to assess the potential for the Proposed Project to result in adverse impacts to visual and aesthetic resources. This assessment will be performed in accordance with the New York State Department of Environmental Conservation (NYSDEC) Visual Impact Assessment Methodology. The study area for the visual and aesthetic resources analysis will be delineated to include areas from which the Proposed Project would be visible and where there could be the potential for impacts to visual and aesthetic resources. Existing visual and aesthetic resources within the study area will be identified and described. Visual and aesthetic resources may include landscape elements such as water bodies, designated historic structures and other cultural resources, parks, unique topographic or geologic features, and critical environmental areas, where applicable. Photographs will be used to document the visual character of the Project Sites and study area and any visual and aesthetic resources.

Based on planned development projects and other considerations of the future baseline condition as detailed in Task 2, above, this chapter will discuss any changes to visual and aesthetic resources that are expected in the future without the Proposed Project. The Proposed Project's potential impacts to visual and aesthetic will be assessed with the analysis considering such factors as substantial changes to views, the number and type of viewers that would be affected, the duration of views, and whether or not the feature has been designated as a special resource or viewshed. As appropriate, the potential impacts of the Proposed Project will be illustrated with renderings and photo-simulations that will reflect the height and dimensions of the Proposed Project.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified and described.

TASK 7. SOCIOECONOMIC CONDITIONS

The Proposed Project would generate substantial new economic activities within the local area, including new full- and part-time employment during both construction and operations. As detailed below, this chapter of the DEIS will estimate the direct and indirect economic benefits of the Proposed Project, and will assess whether the Proposed Project could result in any significant adverse environmental impacts resulting from changes in socioeconomic conditions within a local area and within broader trade areas.

The chapter will describe the existing demographic and economic conditions, including population, housing, and employment, in an approximately ½-mile study area radius of the Project Sites, as well as for Elmont, the Town of Hempstead, and Nassau County using 2010 U.S. Census data, data from the latest U.S. Census American Community Survey, U.S. Census Zip Code Business Patterns, New York State Department of Labor data, and other sources. This includes snapshot economic profiles for all industry sectors potentially affected by the Proposed Project (e.g., construction; retail trade; arts, entertainment and recreation; accommodation; and food services). The existing inventory of retail, hotel, entertainment venues, and other commercial uses in Elmont, the Town of Hempstead, and broader Proposed Project trade areas will be described. Retail assessment will include capture rate estimates for major retail categories and discussion of local consumer patterns and retail trends. The hotel assessment will include market trends with performance metrics (e.g., total available rooms, average daily rates [ADR], revenue per available room [RevPar], average occupancy rate).

Using publicly available information and existing research, potential socioeconomic conditions in the future without the Proposed Project will be summarized. This future will assume previously approved and in-construction projects in Elmont, the Town of Hempstead, Queens Borough, and Nassau County as identified through online research and outreach to the applicable municipalities. This effort would be done in conjunction with the land use analysis (Task 2, detailed above). An evaluation will be conducted to determine whether any planned projects or in-construction projects would alter existing trends regarding economic activity in the ½-mile study area, Elmont, the Town of Hempstead, Queens, and Nassau County.

The socioeconomic impact assessment will include analyses of potential competitive effects (retail sales for local businesses) and/or displacement effects (changes in the vacancy rate) as well as potential synergies with local retail concentrations as well as larger entertainment venues. This assessment also will consider the potential for induced growth, specifically within the retail, entertainment, and hospitality sector.

The socioeconomic impacts on the surrounding area during the construction period will be presented, including: estimates of the number of jobs to be generated directly and indirectly as a result of construction, and income to the local economy from sales of construction material and construction labor. Using NYAP estimates and standard assumptions regarding employment density in various economic sectors, the approximate number of employees that will be generated by the Proposed Project will be reported, including information with regard to type, estimated salary level, and full-time or part-time status, as well as the estimated indirect and induced jobs and wages generated by the Proposed Project at the County/Borough level.

TASK 8. HAZARDOUS MATERIALS

The hazardous materials chapter will summarize NYRA's October 2017 Belmont Park Phase I Environmental Site Assessment; any additional investigations or reports for the Project Sites commissioned by NYAP, if available during preparation of the DEIS; as well as field reconnaissance and/or database review for other directly affected areas where in-ground disturbance could occur. This section will include recommendations for subsurface testing and/or other activities required prior to or during construction and/or operation of the Proposed Project to avoid the potential for significant adverse impacts, including a discussion of any necessary remedial or related measures to precede or be incorporated into the development plans. This chapter will also include a general discussion of the health and safety measures to be implemented during project construction to protect workers and the surrounding community. The appropriate remediation measures specific to the proposed end use of the Project Sites will be provided in the DEIS.

TASK 9. WATER RESOURCES

Regional and local hydrogeological conditions and water quality will be described, based on published data from Nassau County Department of Health, U.S. Geological Survey, *The Long Island Comprehensive Waste Management Plan* (the "208 Study", Long Island Regional Planning Board, 1978), and the *Long Island Comprehensive Special Groundwater Protection Area Plan* (Long Island Regional Planning Board, 1992). Depth to groundwater and groundwater flow direction will be described based on publicly available groundwater monitoring data, and site-specific data, if available.

Preliminary review of available mapping (NYSDEC and National Wetland Inventory maps) and aerial photographs indicates that the Project Sites do not appear to contain or lie adjacent to surface water resources. This conclusion will be verified in the DEIS by further investigation, including a site inspection.

Existing stormwater drainage conditions and infrastructure on the Project Sites will be described and evaluated, based on information in available plans and surveys, and through a site inspection.

A consistency analysis will be performed for the Proposed Project with respect to the recommendations and standards for development within the relevant hydrogeologic zone (i.e., Zone #1, Deep Flow), as set forth in the 208 Study and the *Long Island Comprehensive Special Groundwater Protection Area Plan*. The requirements of the Nassau County Public Health Ordinance will be reviewed, and the consistency of the Proposed Project therewith will be evaluated.

This chapter of the DEIS will include projections of stormwater volumes to be generated on the Project Sites, description of the proposed stormwater collection and management systems, delineation of stormwater drainage sub-watershed areas (as appropriate), discussion of anticipated changes in drainage patterns, and analysis of whether and how the proposed stormwater management plan will comply with applicable regulatory requirements, and other relevant guidelines and standards for on-site storage volume.

This chapter of the DEIS will also describe measures that would be included in the Proposed Project to mitigate impacts to water resources that are expected to arise from the Proposed Project (e.g., erosion and sediment control plan, Storm Water Pollution Prevention Plan, and green infrastructure).

TASK 10. NATURAL RESOURCES

This chapter of the DEIS will assess the potential for the Proposed Actions to affect terrestrial natural resources (Task 9 presents the approach for assessing the Proposed Actions' potential effects on groundwater and other water resources and floodplains). The Project Sites are located on approximately 43 acres within Belmont Park. The eastern portion of Site A comprises a lawn area with mature trees, paths, and other public amenities. The eastern boundary of Site B contains a narrow band of shade trees with additional shade trees at the southern end of the site. The remainder of the Project Sites consists of large areas of pavement used for parking for Belmont Park events and for vehicle storage.

Existing terrestrial natural resources (i.e., geology, soils, and topography, ecological communities, wildlife, and threatened, endangered, and special concern species) within or in the vicinity of the Project Sites will be characterized. The Proposed Actions' potential impacts to natural resources will be assessed, including potential improvements in wildlife habitat from landscaping and any implementation of green infrastructure (e.g., bioswales) that would be implemented as a result of the Proposed Actions. Potential temporary impacts to wildlife during construction due to loss of wildlife habitat through tree removal, increased human activity and noise, and potential permanent impacts due to operation will be discussed. A discussion of any related permits that may be required will be provided.

Specifically, the analysis will include the following tasks:

- On the basis of a site reconnaissance and existing information on terrestrial resources in the vicinity of the Project Sites, including potential threatened, endangered, and special concern species from resource agencies such as the U.S. Fish and Wildlife Service (USFWS) and NYSDEC, characterize the existing natural resources within the vicinity of the Project Sites and other directly affected areas.
- Assess potential effects to natural resources in the future without the Proposed Project, accounting for any changes that may alter natural resources in the vicinity of the Project Sites and other directly affected areas.
- Assess potential temporary impacts to terrestrial natural resources (i.e., geology, soils, and topography, vegetation and wildlife, and threatened or endangered species due to tree removal and other vegetation disturbance, increased human activity, and noise.
- Assess potential permanent impacts to terrestrial natural resources as a result of the Proposed Actions, including any potential beneficial impacts resulting from improved landscaping and plants incorporated within green infrastructure, and any adverse impacts associated with any incremental increase in human activity and potential impacts to migratory birds due to collision with proposed buildings. The need for any additional state or federal approvals, if applicable, will be identified.

If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 11. TRANSPORTATION

The purpose of the transportation analyses is to determine the effects of the Proposed Project on vehicular traffic on the local street network and the Cross Island Parkway; the adequacy of parking to be provided; utilization of public transportation services (commuter rail and bus services); pedestrian circulation within the Project Sites; and vehicular and pedestrian safety at the

intersections being analyzed. Should any significant adverse impacts be identified, improvements will be identified and evaluated to mitigate those impacts to the extent practicable.

As detailed in Task 1, "Project Description," the Proposed Project is comprised of an arena which would serve as the future home of the New York Islanders professional hockey team and also host other events; a retail village; hotel; open space; and a modest amount of office and community space. Each of these proposed components has its own travel demand characteristics, and the first step in the transportation analyses is to determine the amount of inbound and outbound trips that would be expected to be generated by each component by hour of the day on a typical weekday and a typical weekend day, and to then determine the peak hours that need to be analyzed. This is referred to as the "Travel Demand Analysis." It is anticipated that the transportation analyses will focus on hockey use in the arena as a worst-case condition because of its frequency and the concentration of trips in the peak hours.

Subsequent to that first step, roadway capacity and levels of service (LOS), public transportation services and their utilization, parking demand versus the capacity provided, pedestrian conditions, and vehicular and pedestrian safety will be assessed with the project-generated travel demand to identify the potential for significant adverse impacts. The specific tasks and analyses are outlined below.

TRAVEL DEMAND ANALYSIS

Trip generation rates (i.e., the volume of trips generated over the course of the day and on an hourly basis) will be established for each of the Proposed Project's components based on appropriate industry sources such as the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, prior approved EISs, and information obtained from NYAP related to the geographical distribution of the Islanders' fan base from former and current venues (Nassau Coliseum and Barclays Center, respectively), modified where necessary to account for local travel characteristics (e.g., auto use vs. transit use). This will enable the computation of person and vehicle trips for a series of *potential* peak traffic analysis hours, including the weekday AM peak hour, the weekday PM peak hour, and the Saturday midday peak hour; these are the conventional peak analysis hours in Nassau County. Additionally, the DEIS will establish trip generation for the arena including the arrivals and departures of attendees at sold-out arena events on a weekday evening and a weekend evening. Together with a side-by-side comparison of background traffic volumes on the adjacent roadway network, five peak traffic analysis hours will be identified for detailed evaluation in the DEIS. The travel demand analysis will make use of data, where available, from prior years to understand pre-game arrival and post-game departure patterns for Islander games at the Nassau Coliseum.

VEHICULAR TRAFFIC

Local Street Network

The vehicular traffic analyses will address conditions along the local street network leading to the Project Site, primarily along Hempstead Turnpike (NYS Route 24), Jericho Turnpike (NYS Route 25), and Plainfield Avenue from Nassau County, and along Hempstead Avenue from Queens. The DEIS will address a set of approximately 35 intersections within the local street network, as listed below.

- Hempstead Turnpike and Wellington Road
- Hempstead Turnpike and Locustwood Boulevard/Gate 5 Road
- Hempstead Turnpike and Sterling Road

- Hempstead Turnpike and Biltmore Avenue/Gallant Fox Road
- Hempstead Turnpike and Gotham Avenue
- Hempstead Turnpike and Holland Avenue
- Hempstead Turnpike and Plainfield Avenue
- Hempstead Turnpike and Elmont Road
- Hempstead Turnpike and School Road/Marguerite Avenue
- Hempstead Turnpike and Terrace Avenue
- Hempstead Turnpike and Stone Street
- Hempstead Turnpike and Jacob Street
- Hempstead Turnpike and Belmont Boulevard
- Hempstead Turnpike and Benson Avenue/West Gate
- Hempstead Turnpike and Hill Avenue/Landau Avenue
- Hempstead Turnpike and Butler Boulevard/Crown Avenue
- Hempstead Turnpike and Covert Avenue/Meacham Avenue
- Elmont Road and School Road
- Plainfield Avenue and Elmont Road
- Plainfield Avenue and Carnation Avenue
- Plainfield Avenue and Tulip Avenue
- Plainfield Avenue and Magnolia Avenue/Woodbine Court
- Plainfield Avenue and Elizabeth Street
- Jericho Turnpike and Plainfield Avenue
- Jericho Turnpike and Depan Avenue/Willis Avenue
- Jericho Turnpike and Cherry Lane
- Jericho Turnpike and Hillside Boulevard/South 5th Street
- Jericho Turnpike and Covert Avenue/Meacham Avenue
- Jamaica Avenue and 212th Place/Hempstead Avenue
- Jamaica Avenue and 213th Street/Hempstead Avenue
- Jamaica Avenue and Springfield Boulevard
- Hempstead Avenue and Springfield Boulevard
- Hempstead Avenue and 224th Street
- Hempstead Avenue and 225th Street

This study area will include the primary approach/departure roadway, Hempstead Turnpike from the Cross Island Parkway along the entire frontage of the Belmont Park site up to Covert Avenue/Meacham Street, about a mile east of Belmont Park's eastern edge at Plainfield Avenue. It will also include select intersections along Plainfield Avenue between Hempstead Turnpike and Jericho Turnpike, and along Jericho Turnpike from Plainfield Avenue eastward to Covert Avenue. Intersection analyses in Queens will primarily focus on Hempstead Avenue between the Cross Island Parkway and Jamaica Avenue. Site access locations (existing and proposed) along Hempstead Turnpike will be identified and evaluated to accommodate all anticipated vehicles.

Traffic counts will be conducted at each of the intersections identified above during each of the five traffic analysis periods identified as critical in the Travel Demand Analysis task above, thus covering the time periods of peak traffic flows to and from the proposed arena, retail village, and hotel. All traffic counts will be taken on days when NYRA racing is underway at Belmont Park, thus representing the typical peak background traffic in the area. Traffic counts will consist of both detailed intersection counts, movement-by-movement (left turns, through movements, right turns), by vehicle type (auto, truck, bus), and via 24-hour Automatic Traffic Recorder (ATR) machine counts for a full week and two weekends that will allow intersection counts to be adjusted to reflect conditions on a typical day in the area.

Existing intersection capacities, levels of service, and volume-to-capacity (v/c) ratios will be determined for each traffic movement, for each approach to the intersection, and for the overall intersection, using Synchro software, confirmed by field observations of trained staff.

Future conditions without the Proposed Project (the "No Action" condition) will evaluate the same intersections and peak traffic analysis hours, incorporating an annual background growth rate reflecting local areas (Nassau County and Queens), potential changes to racing operations at Belmont Park, and significant proposed developments nearby, if any, by the Proposed Project's 2021 Build year. Should traffic improvements be programmed by local municipalities by the Proposed Project's 2021 Build year, they will be incorporated in the No Action analysis.

Future conditions with the Proposed Project (the "With Action" condition) will overlay vehicle trips generated by the Proposed Project on the No Action traffic volume networks, and produce With Action traffic volume networks that will then be evaluated. Each of the generated vehicle traffic "layers" will be distributed to the street network along the most logical routes. The distribution of trips to an Islanders game at the proposed arena will be developed based on the geographic distribution of season and individual game ticket purchases from the most recent season when the Islanders formerly played at the Nassau Coliseum, adjusted to reflect a slight shift towards a New York City market (due to the location of Belmont Park near the Nassau-Queens border). The assignment of other project-generated trips, including shoppers at the retail village, patrons of the hotel, and other trips will be performed based on available market studies, population distribution within a 30-minute radius of the site, or other information which may aid in the development of identifying logical routes for arrivals and departures.

The analyses will develop v/c ratios and levels of service for each of the approximately 35 study area intersections. Significant adverse traffic impacts attributable to the Proposed Project will be identified and traffic improvements available to mitigate those impacts will also be identified and evaluated within the DEIS, in consultation with the jurisdictions responsible for implementing such measures. Such measures could include roadway or intersection re-striping to increase capacity; intersection widening where needed and feasible; new traffic signals if needed at currently unsignalized intersections; modifying signal phasing and timing at currently signalized intersections; and imposing turn prohibitions, parking prohibitions, or other measures to increase intersection capacity.

Highway Network

It is anticipated that the Cross Island Parkway (CIP) will be the major route used by project-generated traffic traveling to and from the Project Sites. The DEIS will focus on its interchange with Hempstead Turnpike/Hempstead Avenue and the multiple on/off ramps providing access to Belmont Park's parking lots. Detailed traffic volume counts will be conducted during each of the potential traffic analysis periods cited above along with travel speed-and-delay studies and visual observations of existing conditions by trained staff.

Existing traffic conditions on the CIP, from Linden Boulevard through Jamaica Avenue, and including all ramp junctions, merge/diverge and weave conditions, and mainline segments will be analyzed using the VISSIM software. All new traffic counts, speed and delay data, and other data needed for model calibration will be obtained for the same traffic analysis periods identified previously and collected on days when NYRA racing is underway at Belmont Park and the ramps that currently directly serve Belmont Park on racing days are open. Traffic volumes, densities, and highway speeds will be identified for each element of the highway network.

Future conditions without the Proposed Project will use an annual background traffic growth rate provided by the New York State Department of Transportation (NYSDOT) and additional significant development traffic for the local street network analysis task described above. For the With Action condition, project-generated traffic will be assigned to the highway network. Potential significant adverse highway impacts on the CIP will be identified. Should highway mitigation be needed, a set of appropriate measures that can be considered, depending upon the number and magnitude of such impacts, will be determined through consultation with NYSDOT.

PARKING

The parking analyses will focus on the evaluation of off-street parking that would be included on the Project Sites, including parking on the North and South Lots, which is anticipated to be made available for arena events through a shared parking agreement to be negotiated with the FOB and NYRA. Parking lot occupancies will be surveyed during a typical weekday and Saturday during racing season; these surveys will include parking spaces available both north and south of the racetrack. Once existing and No Action analyses are completed, hourly parking accumulation profiles will be prepared for each land use. These estimates will indicate the peak parking demand for each land use by time of day. Cumulatively, the combined estimates will arrive at a total hourly demand for the Proposed Project. These estimates will be prepared for a typical weekday and weekend day to determine whether or not the amount of parking to be provided on-site under the With Action condition would be sufficient to accommodate all parking demands. Should any parking shortfalls be identified, they will be identified in the DEIS and means of ameliorating them will be described.

PUBLIC TRANSPORTATION

This section will include a description of LIRR service to Belmont Park and the bus routes operated by the Metropolitan Transportation Authority (MTA) Bus Company, MTA New York City Transit, and Nassau Inter-County Express (NICE) that also provide access to the Project Sites. Impacts due to additional project-generated transit travel, if any, will be determined in consultation with the corresponding transit agencies. The LIRR is committed to developing a plan to expand LIRR service to Belmont Park station for events year-round; the extent and utilization of this service expansion will be confirmed with MTA/LIRR.

Since public transportation has been serving Belmont Park on the day of the Belmont Stakes, the busiest racing day of the year, and attendance on that day is substantially higher than for a sports/entertainment event at the proposed arena, it is unlikely that detailed analyses of platform, stairway, or elevated walkway conditions will be needed.

VEHICULAR AND PEDESTRIAN SAFETY

A crash analysis study will be conducted for the approximately two-mile length of Hempstead Turnpike between the Cross Island Parkway ramps and Covert Avenue/Meacham Street and for the key intersections identified previously along Jericho Turnpike and Plainfield Avenue. The data to be requested and reviewed as part of the crash study shall consist of NYSDMV MV-104 crash reports and represent the most recent three-year period of available information. Collision and condition diagrams will be developed and reviewed to identify high crash types and/or patterns by location and a comparison by location will be made with regard to calculated accident rates for study segments and intersections versus statewide average rates for similar facilities. For intersections located within Queens, New York City Department of Transportation crash data will be compiled for the latest three years for which data are available and summarized to determine whether any should be identified as high crash locations per New York City criteria. An

assessment will be made of the Proposed Project's effect on vehicular and/or pedestrian safety on high crash locations, should any be identified, and potential improvement measures would be identified.

PEDESTRIAN CIRCULATION

The DEIS will evaluate on-site pedestrian circulation between the proposed parking facilities (including the North and South Lots), the public transportation services, and the major components of the Proposed Project. This will be a qualitative assessment and will include description of the up to two proposed pedestrian bridges that would connect the parking on the south side of Hempstead Turnpike (Site B) with the developments on the north side (Site A).

TASK 12. AIR QUALITY

As detailed below, the Air Quality chapter of the DEIS will assess the Proposed Project's potential effects on air quality from both mobile (i.e., vehicular) and stationary sources of emissions. The assessment of potential effects on air quality from the Proposed Project's construction activities is described under Task 15, "Construction," below.

MOBILE SOURCE ANALYSES

Initially, a screening analysis will be performed to determine whether the projected emissions of carbon monoxide (CO) and particulate matter (PM) from the vehicle trips generated by the Proposed Project could result in any air quality impacts. Intersections will be chosen for further evaluation based on the procedures outlined in the NYSDOT guidance document, *The Environmental Manual (TEM),* 2010, or latest available NYSDOT guidance.

If any intersections do not pass the volume threshold screening criteria, an analysis of CO concentrations, the principal emission of concern from vehicular sources, will be performed according to the procedures of the User's Guide to CAL3QHC, Version 2.0, *A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections* (U.S. Environmental Protection Agency [EPA] Publication EPA-454/R-92-006, November, 1992) and *Guidelines for Modeling Carbon Monoxide from Roadway Intersections* (USEPA Publication EPA-454/R-92-005, November, 1992). Vehicle emissions will be estimated with the reported emission factors in the NYSDOT TEM for Nassau County, which are based on the MOVES2014a model. CO concentrations will be modeled for up to three peak hour traffic volumes and 8-hour concentrations will be estimated using the applicable persistence factor in the *TEM*. Modeling will be performed for the future conditions, both without and with the project-generated traffic. A determination will be made comparing the results with National Ambient Air Quality Standards, and the State Implementation Plan (SIP) for CO. In the event that a significant adverse air quality impact is predicted, traffic mitigation measures will be examined.

STATIONARY SOURCE ANALYSES

The stationary source air quality impact analysis will determine the effects of emissions from the Proposed Project's fossil-fuel fired heating and hot water systems to significantly impact air quality at existing land uses, or on the Proposed Project itself (i.e., project-on-project impacts).

A screening analysis will be prepared using EPA's AERSCREEN screening dispersion model to determine whether the Proposed Project could potentially cause any significant adverse impacts with respect to the nitrogen dioxide (NO_2) ambient air quality standard and fine particulate matter ($PM_{2.5}$) *de minimis* criteria, and, if fuel oil is proposed to be used, the 1-hour sulfur dioxide (SO_2)

ambient air quality standard. Project-on-project and project-on-existing/No Build impacts will be determined.

If the AERSCREEN analysis identifies potential significant adverse air quality impacts, a refined stationary source analysis will be prepared using the EPA AERMOD model to determine the potential impacts from the Proposed Project's heating and hot water systems. For this analysis, five years of surface meteorological data from the JFK Airport National Weather Station (2012-2016) and concurrent upper air data will be applied. Concentrations of nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and, if assuming fuel oil, sulfur dioxide (SO_2) will be determined at off-site and on-site (project) receptor locations. Predicted values will be compared with NAAQS and other relevant standards. In the event that violations of standards are predicted, the analysis will include assessment and reporting of potential design measures to reduce pollutant levels to within standards.

TASK 13. NOISE

The noise impact analysis for the Proposed Project will focus on three primary areas of concern regarding noise: the effect the Proposed Project would have on noise levels in neighborhoods adjacent to the Project Sites; the effect the Proposed Project would have on existing operations at Belmont Park; and the level of noise exposure expected for the proposed new uses that may be noise sensitive. The assessment of potential environmental effects associated with noise generated by the Proposed Project's construction activities is described under Task 15, "Construction," below.

The Proposed Project has the potential to result in increased noise levels at locations in the adjacent neighborhoods due to the expected increase in the number of vehicle trips to the Project Sites, crowd noise from events associated with the proposed arena, and the proposed new substation. Noise due to each of these sources will be examined and, where necessary, general noise abatement/control measures to reduce potential impacts will be recommended. In addition, the noise study will examine the noise exposure at the Project Sites and compare it to noise levels generally considered acceptable for the proposed uses.

Specifically, the analysis will include the following tasks:

- Select appropriate noise descriptors. The A-weighted L_{eq} levels will be the primary noise descriptors used for the impact analysis as is directed by NYSDEC noise impact evaluation guidance.
- Select noise receptor locations. Receptor locations will include locations in immediate proximity to the Project Sites and/or along roadways leading to and from the Project Sites. It is expected that eight (8) noise receptor locations will be used to represent the nearby noise receptors and the noise exposure at the Project Sites.
- Determine existing noise levels at the receptor locations. Existing noise levels shall be measured at each of the proposed receptor locations over a 20-minute time period during each of the typical weekday AM, midday, and PM peak periods, as well as two (2) time periods related to events and the proposed arena. Additionally, at the receptor nearest the location of the new substation, existing noise levels will be measured during a weekend overnight period to determine minimum weekly noise levels for comparison with projected noise levels resulting from substation operation. Measurements shall be made using Type I instrumentation and measured quantities shall include A-weighted and ⅓-octave band L_{eq}, L_1, L_{10}, L_{90}, L_{min}, and L_{max} noise levels. Where necessary, measurements will be supplemented by mathematical model results to determine an appropriate base of existing noise levels.

- Establish noise levels associated with arena operations. Noise level measurements will be conducted at a comparable arena facility for a pre-event and post-event time period to determine the amount of noise generated by crowds entering and exiting the facility as well as vendors and other event-associated activity in the area surrounding the facility. Noise levels measured at this facility would be used to determine the potential for increases due to crowds attending events at the Proposed Project's arena.
- Establish noise levels associated with the new substation. Based on a source list of all the major noise producing components at the substation, sound emission data for each component, and the expected site layout plan for the substation, the expected level of noise emission from the proposed substation will be determined. A 3-dimensional CadnaA noise model will be utilized to calculate noise levels resulting from substation operation for the selected Receptor locations as well as produce noise contour maps that show expected noise levels over the entire area.
- Determine future noise levels without and with the Proposed Project. At each of the receptor locations identified above, noise levels will be determined for the 2021 analysis year both with and without the Proposed Project. The noise level projects will be based on existing noise levels, acoustical fundamentals, the CadnaA model projections of substation noise, and mathematical models that account for changes in traffic volume and vehicle mix due to the Proposed Project.
- Compare noise levels with standards, guidelines, and other impact evaluation criteria. Compare existing noise levels and future noise levels, both with and without the Proposed Project, with various noise standards, guidelines, and other appropriate noise criteria.

If the results of the impact analysis identify a potential for significant adverse impacts, potential practicable mitigation measures to avoid or reduce those significant adverse impacts will be identified.

TASK 14. CLIMATE CHANGE

Climate change analyses generally evaluate two potential issues: (1) the potential effect of a project or action on global climate change, using the project or action's contribution to climate change-inducing greenhouse gas (GHG) emissions as a proxy; and (2) the potential for projected climatic changes to impact a project or action's operations and the potential to exacerbate potential local environmental variables that are affected by climatic conditions due to the introduction of design elements or infrastructure. Since the Proposed Project would be located outside of the potential future flood zones as projected by New York State for 2100, and since the Proposed Project would not introduce any major drainage infrastructure with the potential to affect local flooding conditions during severe precipitation events, the focus of the Climate Change analysis will be on potential GHG emissions.

In accordance with NYSDEC policy,[5] GHG emissions generated by the Proposed Project will be quantified, and an assessment of consistency with the State's established GHG reduction goals and related policies will be prepared. The analysis will follow the general guidance provided in the NYSDEC policy while employing more recent, updated methods and data where available and appropriate. Emissions will be estimated for the 2021 analysis year and reported as carbon dioxide equivalent (CO_2e) metric tons per year. GHG emissions other than carbon dioxide (CO_2) will be

[5] NYSDEC. *DEC Policy: Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements*. July 15, 2009.

included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential. The analysis will quantify direct and indirect GHG emissions from building energy use and on-road. Emissions associated with construction will be assessed qualitatively, including direct and indirect emissions related to on-road and non-road engines as well as indirect emissions related to materials used for construction. Relevant mitigation measures to reduce operational and construction energy consumption and GHG emissions that could be incorporated into the Proposed Project will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Project will be assessed to the extent practicable.

TASK 15. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community. This chapter will provide a discussion of the projected construction schedule, activities likely to occur during construction of the Proposed Project and new substation, the types of equipment that are likely to be used, construction logistics (e.g., site access points and potential staging area locations), construction workers and truck delivery estimates, and safety measures that will be implemented to protect the public during construction. Based on this information, an assessment of relevant technical areas where construction activities may pose specific environmental problems will be provided. Measures to avoid, minimize and/or mitigate potential significant adverse construction-related effects will also be identified where appropriate.

Technical areas to be assessed include the following:

TRANSPORTATION SYSTEMS

The construction transportation analysis assesses the potential for construction activities to result in significant adverse effects to traffic, transit (i.e., LIRR and bus), pedestrian elements (i.e., sidewalks, corners, and crosswalks), and parking conditions. The first step of the transportation assessment will be to develop the volume of traffic during peak hours that would be generated during the peak quarter (i.e., three-month period) of construction activity. This would include both construction worker trips made by auto and the volume of delivery trucks to and from the construction sites.

Once construction period trips are quantified, they will be assigned to the roadway network, and an assessment of their effects on the roadway network will be prepared. It is assumed that construction traffic will be substantially lower than project-generated traffic and that intersection and highway level of service analyses will not be needed. The Construction Traffic section will also describe whether any curb parking lane closures or sidewalk closures are expected and estimate the number of construction workers likely to drive to the construction sites, the number of parking spaces needed, and the availability of on-site parking to accommodate the construction parking demand. The assessment also will consider the potential effects on traffic from construction associated with the installation of the new substation's transmission lines in roadbeds.

AIR QUALITY

Construction of the Proposed Project would require the use of both non-road construction equipment and on-road vehicles. Non-road construction equipment includes equipment operating on-site such as excavators and loaders, while on-road vehicles include construction delivery trucks and construction worker vehicles arriving to and departing from the Project Sites and other directly affected areas. Emissions generated from these sources, as well as dust-generating activities such as truck loading operations, have the potential to affect air quality. The construction air quality section will assess the potential for significant adverse impacts from these sources of air emissions

generated during construction by reviewing the projected construction activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations (i.e., Belmont Park, residences, etc.). The construction air quality section will further describe any project-specific control measures (i.e., diesel equipment reduction; clean fuel; best available tailpipe reduction technologies; utilization of equipment that meets specified emission standards; and fugitive dust control measures, etc.) required to further reduce the effects of construction and to ensure that significant impacts on air quality do not occur.

NOISE

Potential impacts on community noise levels could result from construction equipment operation as well as construction vehicles and delivery vehicles traveling to and from the Project Sites and other directly affected areas. The construction noise section will contain an assessment of the magnitude and duration of noise from the Proposed Project's construction activity based on the conceptual construction schedule for Proposed Project and noise emission level estimates for individual construction stages taken from detailed noise modeling analyses that have previously undergone environmental review and approval process. The analysis will compare the construction noise levels estimated for construction activities resulting from the Proposed Actions to existing noise levels at nearby receptors as determined by noise level measurements conducted for the operational noise analysis. The analysis will also review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce construction noise. Appropriate recommendations will be made to comply with State and local rules.

The potential for construction-related noise to affect horses within the paddock and stables will also be considered based on the results of the construction noise analysis.

HAZARDOUS MATERIALS

In coordination with the hazardous materials assessment (Task 8), determine whether construction activities resulting from the Proposed Actions have the potential to expose construction workers and the surrounding community to contaminants.

NATURAL RESOURCES

The effects of construction activities on natural resources will be assessed. A detailed technical approach to assess the effects of construction activities on natural resources is included above in Task 10, "Natural Resources."

OTHER TECHNICAL AREAS

As appropriate, discuss other areas of environmental assessment for potential construction-related impacts.

TASK 16. ALTERNATIVES

The purpose of an alternatives analysis in an EIS is to examine reasonable and practicable development options that would avoid or reduce project-related significant adverse impacts and achieve the stated goals and objectives of the Proposed Project. .

The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified.

The following alternatives will be evaluated in the DEIS:

- No Action Alternative: SEQRA requires an analysis of a No Action Alternative (i.e., a future condition without the Proposed Project), which will assume that the existing uses on the Project Sites would continue;
- No Unmitigated Impact Alternative: If the analyses in the DEIS demonstrate that the Proposed Project would result in significant adverse impacts, an alternative will be considered that could avoid or reduce the impacts;
- No Arena Alternative: This alternative would contemplate the Proposed Project but without the proposed arena; and
- Alternate Site Plan Alternative: This alternative would contemplate the Proposed Project under the site plan that has not been selected as the preferred option (i.e., either Site Plan Option 1 or 2, as detailed in "Project Description" above).

TASK 17. MITIGATION

This chapter will summarize any potential impacts identified in previous chapters of the EIS, and will describe measures that could be advanced to avoid or minimize to the extent practicable those identified impacts.

TASK 18. EIS SUMMARY CHAPTERS

EXECUTIVE SUMMARY

The executive summary will summarize relevant material from the body of the EIS to describe the Proposed Project, the Proposed Actions' potential environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Project.

UNAVOIDABLE IMPACTS

Those significant adverse impacts, if any, which could not be avoided or mitigated, will be described in this chapter.

IRREVERSIBLE AND IRRETRIEVABLE RESOURCES

This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the Proposed Project be built.

GROWTH-INDUCING ASPECTS

This chapter will focus on whether the Proposed Project would have the potential to induce new development within the surrounding area, and the potential environmental effects associated with any induced development.

CUMULATIVE EFFECTS

Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, are added to other past, present and reasonably foreseeable future actions. Cumulative impacts must be assessed when actions are proposed, or can be foreseen as likely, to take place simultaneously or sequentially in a way that the combined impacts may be significant. For example, when there are two or more related actions; when two or more unrelated impacts may have related significant impacts; or when the actions are in close enough proximity to affect the same resources.

This chapter will summarize the Proposed Actions' anticipated cumulative effects, or effects which result from the incremental impact of the Proposed Actions when added to other past, present, and reasonably foreseeable future actions. This chapter will rely on other chapters of the DEIS for a description of relevant future projects, and will assess the Proposed Actions' potential effects in combination with anticipated conditions in the future without the Proposed Actions. ✷