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June 25, 2025

STATE ENVIRONMENTAL QUALITY REVIEW (SEQR) NOTICE OF COMPLETION

FINAL ENVIRONMENTAL IMPACT STATEMENT

RESORTS WORLD CASINO EXPANSION PHASE 2 PROJECT

Pursuant to the State Environmental Quality Review Act (Article 8 of the New York State Environmental Conservation Law) and the regulations adopted pursuant thereto (6 NYCRR Part 617), a Final Environmental Impact Statement (FEIS) has been prepared for the proposed Resorts World Casino Expansion Phase 2 Project (the Expansion Project), and copies thereof are available online or upon request as detailed below.

Notices announcing the completion of the Draft EIS were published in the New York State Department of Environmental Conservation *Environmental News Bulletin* on May 7, 2025, and were also placed in the *New York Daily News* on May 7, 2025, and the *New York Post* on May 8, 2025. This information was also provided on the Franchise Oversight Board's (FOB's) website at: https://franchiseoversightboard.ny.gov/aqueduct-racetrack and at Resort World Casino New York City's (RWNYC's) website at: www.rwnewyork.com. The comment period remained open through 5:00 pm on June 6, 2025. The FEIS incorporates responses to the public comments received on the Draft EIS and additional changes conducted subsequent to the completion of the Draft EIS. The FEIS is available electronically for public inspection on the website provided at the end of this notice.

PROJECT DESCRIPTION: The Expansion Project involves the proposed expansion of the existing Resorts World New York City (RWNYC) resort and casino, including installation and operation of live table games. RWNYC is located at 110-00 Rockaway Boulevard (Queens Block 11543, p/o Lot 2) in the Jamaica neighborhood of Queens, New York. Lot 2 totals approximately 172 acres in land area and includes the existing Aqueduct Racetrack and a New York State Racing Association (NYRA) building, in addition to the RWNYC casino. The proposed expansion would be constructed on an approximately 62-acre portion (the Project Site) of the existing 72.6-acre RWNYC ground lease area. The Expansion Project would result in a total of 5,148,000± gross square feet (gsf) comprised of the following elements: 1,479,000± gsf of hotel space (up to 2,000 hotel keys); 684,000± gsf of casino/ gaming facility space (up to 11,000 gaming positions); 89,000± gsf of function/ event space; 183,000± gsf of arena space (up to 7,000 seats); 189,000± gsf of retail and restaurant space; 77,000± gsf of lobby and public circulation; 289,000± gsf of other support space including a 97,000±-gsf central utility plant and 67,000±-gsf conservatory; and 7,000± parking spaces. The Expansion Project would require approval for modification of the existing ground lease of State-owned

property (the Proposed Action). The Proposed Action is a discretionary action subject to environmental review under the State Environmental Quality Review Act (SEQRA).

LEAD AGENCY: **New York State Franchise Oversight Board**

APPLICANT: **Genting New York, LLC, d/b/a Resorts World Casino New York City**
110-00 Rockaway Boulevard
Jamaica, NY 11420

SEQRA CLASSIFICATION: **Type I**

The Executive Summary of the FEIS, which describes the Expansion Project and its potential environmental impacts, is incorporated hereto and made a part hereof.

A copy of the FEIS is available for inspection at the Queens Public Library at Ozone Park, 92-24 Rockaway Blvd, Ozone Park, NY 11417. To obtain a copy of the FEIS from the lead agency, please contact Steven Lowenstein at info@franchiseoversightboard.ny.gov or 518-388-3400. The FEIS is also available at the FOB's website at: https://franchiseoversightboard.ny.gov/aqueduct-racetrack and at RWNYC's website at: www.rwnewyork.com.

Copies of this notice sent to:

› Applicant: Genting New York, LLC, d/b/a Resorts World Casino New York City
› Environmental Notice Bulletin
› Involved/Interested Agencies
- Kristen Buckley, New York State Gaming Commission
- New York State Office of General Services, Design and Construction Group
- New York State Department of Environmental Conservation, Region 2
- New York State Department of Environmental Conservation, State Office
- New York State Office of Parks, Recreation and Historic Preservation; Division for Historic Preservation
- New York State Department of Transportation, Region 11
- New York State Department of Transportation, State Office
- Metropolitan Transportation Authority
- Port Authority of New York and New Jersey
- New York City Department of City Planning
- New York City Department of City Planning, Queens Office
- New York City Department of Citywide Administrative Services
- New York City Department of Transportation
- New York City Department of Environmental Protection
- New York City Department of Parks and Recreation
- New York City Department of Buildings
- Office of the Queens Borough President
- Queens Community Board 10

A. Introduction

The Applicant, Genting New York, LLC, d/b/a Resorts World Casino New York City, is seeking approval for modification of the existing ground lease of State-owned property and issuance of a Gaming Facility license from the New York State Gaming Commission (the Gaming Commission), in conjunction with a proposed expansion of the existing RWNYC casino and installation and operation of live table games (the Proposed Actions). RWNYC is located at 110-00 Rockaway Boulevard (Block 11543, part of Lot 2) in the Jamaica neighborhood of Queens, New York. A portion of the site is currently occupied by the existing casino and a 400-key (approximately 249,500-gross-square-foot [gsf]) hotel (the Hyatt Regency JFK Airport at RWNYC). The casino facility includes accessory retail, restaurant/food and beverage space, and meeting and event space. Approximately 4,779 accessory parking spaces are provided on the RWNYC property in surface and structured parking. Together, the existing development totals approximately 1,888,535 gsf, including the 803,900-gsf structured parking facility.

Under a long-term ground lease through the New York State FOB, RWNYC operates on an approximately 72.6-acre portion (the RWNYC Lease Area) of the larger State-owned property on Lot 2. Lot 2 totals approximately 172 acres in land area and, in addition to the RWNYC Lease Area, includes the Aqueduct Racetrack and the New York Racing Association, Inc. (NYRA) building (the 172-acre Aqueduct Site). The proposed expansion would be constructed on an approximately 62-acre portion (the Project Site) of the existing RWNYC Lease Area.

The Expansion Project involves the expansion of the existing RWNYC facility by approximately 3,442,665 gsf, resulting in a total of approximately 5,331,200 gsf (existing square footage, plus the proposed expansion) comprising the following elements:

- Up to approximately 2,000 hotel keys within approximately 1,376,900 gsf of hotel space;
- Approximately 725,900 gsf of casino/gaming facility space accommodating a combined total of up to approximately 11,000 gaming positions, which will include a mix of live gaming and will continue to include video lottery terminals (VLTs) and electronic table games;
- Approximately 213,900 gsf of retail and restaurant space;
- An approximately 187,900-gsf, 7,000-seat arena;
- Approximately 73,900 gsf of function and event space;
- Approximately 53,300 gsf of pool deck area;
- Approximately 232,900 gsf of lobby and public circulation space;
- Approximately 145,800 gsf of mechanical/electrical/utility space;
- An approximately 97,500-gsf central utility plant (CUP);
- An approximately 79,700-gsf conservatory; and
- Approximately 2,143,500 gsf of structured parking, with a total of approximately 7,309 structured and surface parking spaces.

The Proposed Actions would include the approval of a gaming license from the Gaming Commission and the modification of the ground lease by the FOB. The FOB is the Lead Agency for the environmental review.

B. Description of Project Site

The Project Site, as detailed above, encompasses an approximately 62-acre area within the RWNYC Lease Area on Queens Block 11543, Lot 2, located in the Jamaica neighborhood of Queens. The Project Site is currently improved with the existing RWNYC facility and the Hyatt Regency JFK Airport at RWNYC hotel. The Project Site also contains

retail and dining space, event space, lobby and public circulation, and surface and structured parking. **Table 1** provides a summary of the existing program on the Project Site.

Table 1 Project Site Existing Conditions

Use	Size
Hotel	**270,310 gsf (400 keys)**
Guest Rooms/Lounge/Admin	*230,296 gsf*
Support Space/Back of House (BOH) /Vertical Circulation	*40,014 gsf*
Lobby/Public Circulation	**42,113 gsf**
Retail/Dining	**149,030 gsf**
Retail	*5,271 gsf*
Dining	*65,972 gsf*
Retail/Food Support	*42,009 gsf*
BOH/Vertical Circulation	*35,778 gsf*
Casino/Gaming Facilities	**466,306 gsf (6,650 gaming positions)**
Casino	*260,538 gsf*
BOH/Vertical Circulation	*205,768 gsf*
Function/Event Space	**128,197 gsf**
Multi-Purpose Event Space	*87,802 gsf*
Meeting Rooms/Hospitality Suites	*9,619 gsf*
Support Space/BOH/Vertical Circulation	*30,776 gsf*
Mechanical and Electrical	**20,279 gsf**
Bus Drop-Off Area	**8,400 gsf**
Parking	**803,900 gsf (4,779 spaces)**
Surface parking	*2,414 spaces*
Garage parking	*2,365 spaces*
Total	**1,888,535 gsf**

The RWNYC facility is currently anchored by the grand entrance that serves as a central lobby for the existing facility, with a porte cochere that provides a vehicular drop-off and pedestrian access point. The grand entrance connects to the Hyatt Regency hotel, restaurant space (the Sugar Factory), and the existing casino (which occupies space on the ground through third floors). The casino is approximately 466,306 gsf and consists of 6,650 gaming positions. The third floor also contains approximately 70,000 gsf of meeting and event space. This space is subdividable and is a fully equipped facility that features private rooms and breakout rooms. The space hosts a variety of functions, including trade shows, conventions, concerts, business meetings, and more. A five-story structured parking facility is located just to the north of the casino and east of the hotel. Surface parking lots are also located to the west and north of the parking garage and immediately south of the restaurant. Generally, the

existing RWNYC buildings are located on the interior of the Project Site, adjacent to and west of the existing racetrack, significantly set back from the surrounding properties and buffered by surface parking.

The balance of the 172-acre Aqueduct Site is improved with the NYRA Aqueduct Racetrack, a thoroughbred horse-racing facility that opened in 1894 and is the only racetrack in New York City. Aqueduct Racetrack consists of the racetrack, the NYRA building and grandstand, and associated racing facilities in addition to surface parking. The horse track and pari-mutuel wagering (also known as pool betting) at Aqueduct Racetrack are run by NYRA. Current development at the property includes three horse racecourses (main, inner, and turf courses) and grandstand areas centrally located on the property, and 14 barns located to the southeast of the courses, as well as the NYRA building and associated surface parking located to the south of the RWNYC facility.

Vehicular access to the Project Site is provided from Rockaway Boulevard, with an access driveway connecting to the various surface and structured parking facilities. The Project Site is well served by public transit, including:

- The Aqueduct Racetrack stop along the A subway line/IND Rockaway A Line located on the western edge of the Project Site, providing northbound access only toward Downtown Brooklyn and Manhattan;
- The Aqueduct North Conduit Avenue stop along the A subway line located to the south of the Project Site, providing both northbound access and southbound access to the Rockaways;
- The Q37 bus line with a stop at the Project Site immediately west of the parking garage, running through South Ozone Park and providing access to the north to Kew Gardens;
- The Q7 bus line running east-west along Rockaway Boulevard; and
- The Q11 bus line running along Pitkin Avenue, providing access to Hamilton Beach to the south and Rego Park to the north.

RWNYC provides a direct connection to the Aqueduct Racetrack stop via an existing skybridge from the casino and runs a continuous shuttle bus to and from the Aqueduct North Conduit Avenue stop, operating seven days a week. Additionally, RWNYC runs a shuttle to and from Jamaica Station, which provides connection to John F. Kennedy (JFK) International Airport.

The Project Site is located primarily within a C8-1 zoning district, with small portions of the site located within R4 and R4-1 zoning districts. However, as the property is State-owned, it is not subject to local laws, including the New York City Zoning Resolution. Surrounding zoning districts are primarily low-density residential (R3A, R3-2, R3X, R4, R4A, and R4-2), with a large M1-1 manufacturing district located to the south of Belt Parkway, encompassing JFK Airport.

The Aqueduct Racetrack property is bounded by Rockaway Boulevard to the north, a 150,384-gsf Home Depot store to the northeast, a primarily residential neighborhood with single-family residences to the east, a Port Authority of New York and New Jersey (PANYNJ) parking lot and North Conduit Avenue to the south, and the A subway line on the site's western boundary with single family residences and open space uses beyond. The Project Site is largely buffered from the predominantly single-family residential neighborhood to the east by the racetrack and horse stables. Some limited multi-family development and mixed commercial/residential uses are located along Rockaway Boulevard. The Southern Fields open space and recreational resource is also located just south of North Conduit Avenue along Belt Parkway. There are more single- and multi-family residential uses north of the intersection of Linden Boulevard and the A subway line (to the northwest of the Project Site), with limited commercial and light industrial uses and a public school interspersed. Finally, there is a mix of small commercial and multi-family residential uses located south of Rockaway Boulevard and north of Muriel Court. The Project Site is situated approximately 1.3 miles to the northwest of JFK Airport. RWNYC operates a shuttle bus to Jamaica Station, offering connection to JFK's AirTrain.

C. Background

The Aqueduct Racetrack opened in September 1894 on property that belonged to the former Brooklyn Water Works.[1] Over the years, the racetrack has been home to many of racing's landmark events, such as the Wood Memorial. The Aqueduct facilities were rebuilt from 1955 to 1959, with a new four-tier grandstand, racing strip, barns, and accessory buildings. Aqueduct opened its winterized 1-mile inner dirt track in 1975 and in 1981 opened one of the largest restaurants in New York City, the multi-tiered Equestris. Additional improvements were implemented in 1985 and 1989, including construction of mini-theaters; expansion of the backyard, paddock, and grandstand; and installation of a weather-insulated paddock.

In October 2011, the 415,000-square-foot (sf) multi-level RWNYC casino opened, occupying a portion of the former grandstand. The original development, supported by a New York State Full Environmental Assessment Form (EAF) and Supporting Studies prepared in 2010 by O'Brien & Gere, included interior and exterior renovations of the existing grandstand and clubhouse building to accommodate VLTs and food and beverage programs, repaving of existing surface parking lots and construction of the parking garage to the north of the grandstand, a new porte cochere at the building entrance, a pedestrian bridge (skyway) to connect the facility to the existing Aqueduct Racetrack subway station, and improvements to existing on- and off-site roadways consisting of on-site circulation improvements. The Gaming Commission served as lead agency for this environmental review, adopted findings and issued a negative declaration for the project, with the NYS Office of General Services (OGS) supporting with the technical review.

In 2014, the RWNYC facility was proposed for expansion by 1,050 new VLTs over the approximately 5,000 VLTs that were already installed at that time. To support this expansion, Philip Habib & Associates prepared additional traffic analyses to evaluate the ability of the transportation network to accommodate this increase (Proposed VLT Expansion – Technical Memorandum, dated December 27, 2014, revised April 1, 2014). The Technical Memorandum found that an increase of 1,050 new VLTs would not cause a significant traffic impact, facilitating a total of up to 6,050 VLTs at the RWNYC facility. The Gaming Commission served as lead agency for this environmental review and adopted the findings of the technical memorandum.

Given the success of RWNYC, another expansion was proposed in 2017, to include the following additional program (the Approved 2017 Plan):

- 504,180 gsf of hotel (two hotels with a total of 600 rooms);
- A 28,005-gsf grand lobby;
- 5,988 gsf of retail;
- 12,214 gsf of dining;
- 10,253 gsf of retail/food and beverage support space;
- 56,108 gsf of gaming (600 additional VLTs for a total of 6,650);
- 94,411 gsf of function/event space;
- 7,110 gsf of mechanical and electrical space; and
- A 2,847-gsf bus drop-off area.

[1] https://www.nyrainc.com/uploads/wysiwyg/assets/uploads/NYRA_A_Short_History_PROOF.pdf

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) prepared a Full EAF and Expanded Environmental Assessment (the 2017 EEA, dated April 2017, revised October 2017) with the Gaming Commission[2] serving as lead agency and the NYS OGS serving as expert review, to study the proposed expansion of the RWNYC facility, which involved two phases. Phase 1 included construction of the grand lobby, expanded gaming area, the first hotel, retail, dining, food and beverage support space, and the reconfigured surface parking and bus drop-off area; Phase 2 included the second hotel and a separate event space adjacent to the grand lobby. The Gaming Commission adopted the SEQRA findings and issued a negative declaration for the 2017 EEA. The Phase 1 portion of the proposed expansion was constructed in 2021. This included the 28,005-gsf grand lobby space; the 56,108-gsf gaming space (6,650 VLTs); 270,310 gsf of hotel space (400 keys); 28,455 gsf of retail, dining, food, and beverage support space; and the 2,847-gsf bus drop-off area. Although approved, the remaining components of the 2017 EEA project were never constructed. The 2021 expanded facility (Phase 1) represents today's existing conditions on the Project Site, with the Expansion Project serving as a revised and expanded Phase 2.

It is anticipated that the horse racing currently held at the Aqueduct Racetrack will be moved to Belmont Park, which is undergoing renovation to make it suitable for year-round racing and training. When complete, the redevelopment will allow NYRA to consolidate all downstate racing and training activities at the new Belmont Park, unlocking the balance of the State-owned land at Aqueduct Racetrack for redevelopment opportunities, potentially including housing, additional open space and other uses that will be defined through a competitive request for proposals process.

D. Project Description

The Applicant is proposing a two-stage conversion and expansion of the existing facilities at the Project Site to construct a world-class integrated resort and casino. Upon issuance of the Gaming Facility license, RWNYC would undertake an initial interior renovation to convert the existing event and exposition space on the third floor to live gaming, as well as renovations to the existing VLT areas of the casino on the lower floors, accommodating a total of 6,650 gaming positions.[3] This initial conversion is expected to be completed in 2026 and would allow RWNYC to quickly deliver live gaming to the NYC market.

Following the conversion of existing space to live gaming, the Proposed Actions would facilitate the expansion of the RWNYC facility through the construction of a new hotel and facility space featuring a pool and ballroom/multi-purpose event space; expanded retail and dining offerings, including new restaurants, a bar/stage area, and club; expanded casino and gaming facilities and required support spaces (count room, surveillance room, employee lounges, etc.); a new 7,000-seat arena; a CUP to service the proposed new buildings; a new central plaza and conservatory; and a new parking garage in the location of the existing surface parking nearest to the main casino entrance. See **Table 2** for a summary of the Expansion Project improvements and the total development projected on the Project Site. Each of the program components of the Expansion Project is described in more detail below and is shown in **Table 2**.

[2] The lead agency for the 2017 EEA was the New York State Lottery Division, now merged into the Gaming Commission.

[3] The initial stage conversion of the existing RWNYC facility to live gaming would involve interior renovations only on the Project Site. No additional gross square footage would be constructed. It is anticipated that the existing exposition and event space on the third floor would be converted for gaming purposes as a first step, followed by renovations on the lower levels, in order to provide continuous gaming operations during the initial stage and minimize disruption as much as possible. There would be no increase in gaming positions beyond the 6,650 studied and permitted under the 2017 EEA.

Table 2 Expansion Project[1]

Use	Size
Hotel	**1,376,900 gsf (2,000 keys)**
Guest Rooms/Lounge/Admin	*1,041,700 gsf*
Spa/Fitness Center	*23,100 gsf*
Support Space/BOH/Vertical Circulation	*312,100 gsf*
Lobby/Public Circulation	**232,900 gsf**
Retail/Dining	**213,900 gsf**
Retail	*14,000 gsf*
Dining	*43,100 gsf*
Retail/Food Support	*30,800 gsf*
Bar/Stage	*48,500 gsf*
Club/Lounge	*9,200 gsf*
Support Space/BOH/Vertical Circulation	*68,300 gsf*
Casino/Gaming Facilities	**725,900 gsf (11,000 gaming positions)**
Casino	*398,700 gsf*
Support Space/BOH/Vertical Circulation	*327,200 gsf*
Function/Event Space	**73,900 gsf**
Ballroom	*19,300 gsf*
Meeting Rooms/Hospitality Suites	*24,300 gsf*
Pre-Function	*6,000 gsf*
Office/Support Space/BOH/Vertical Circulation	*24,300 gsf*
Pool Deck	**53,300 gsf**
Arena	**187,900 gsf**
Other Support Space	**323,000 gsf**
Mechanical and Electrical	*145,800 gsf*
Central Utility Plant	*97,500 gsf*
Conservatory	*79,700 gsf*
Parking	**2,143,500 gsf (7,309 spaces)**
Surface parking	*1,217 spaces*
Garage parking	*6,092 spaces*
Total	**5,331,200 gsf**
Central Plaza	**148,300 sf**

[1] Includes existing gsf on the Project Site. The reported Expansion Project gross square footage is approximate.

Hotel, Conference Center, and Pool Deck

The Expansion Project would provide additional hotels and event space on the Project Site to support the expanded casino and gaming facilities and the proposed arena. The Expansion Project would include up to approximately 2,000 hotel keys, with a new 11-story building (131 feet, 6 inches in height) to accommodate guest rooms and high-end hotel amenities, in addition to an expanded casino area (detailed below) to be located just south of the existing casino entrance. A new conference center with a 19,300-gsf ballroom and other smaller meeting rooms and a 53,300-gsf pool deck would be constructed (both to a height of 90 feet, 6 inches) just east of the existing Hyatt Regency hotel to support a variety of events and meetings.

Lobby and Public Circulation

The lobby and public circulation areas are critical components of the Expansion Project, as they would provide central gathering locations and access between the various programmed areas of the RWNYC facility, including family corridors that would provide access around the casino floors. This space includes the main entry and central corridors that would serve the hotels, casino space, ballroom, and retail and dining offerings, along with various pedestrian connectors between the main entry, the publicly accessible central plaza, the new parking facility, and the arena and new hotel and casino areas.

Retail and Dining

Retail and dining offerings at RWNYC would be upgraded and expanded under the Expansion Project. The casino would feature a new food court, 360-degree bar, and various lounges on the first and second floors. Two new fine dining restaurants would be introduced in the new casino, and smaller dining options and retail spaces would also be provided elsewhere throughout the RWNYC facility.

Casino and Gaming Facilities

Through the Proposed Actions, the Expansion Project would involve a conversion of the existing exposition space and casino as well as expanded casino space to accommodate live gaming and table games. A new wing would be constructed that would extend from the existing casino, located in place of the existing surface parking area just south of the existing main lobby. The Expansion Project would feature approximately 725,900 gsf of casino and gaming facilities (including the existing casino space), accommodating a total of up to approximately 11,000 gaming positions. The upgraded facilities would provide high-end gaming features and specialized areas that include a poker room, sports betting facilities, and high-limit gaming areas.

Arena

A new 7,000-seat arena would be constructed just north of the existing Hyatt Regency hotel and west of the existing parking garage at the north end of the Project Site. The three-story arena (86 feet in height) would host various concerts, comedy shows, and sporting and other events throughout the year. The venue would allow for flexible seating configurations to tailor the space depending on the need and attract a variety of event types.

Parking

The Expansion Project would increase parking capacity on the Project Site to a total of approximately 7,309 spaces, including approximately 1,217 surface parking spaces and approximately 6,092 structured parking spaces. The surface parking would be concentrated within the northern parking area adjacent to Rockaway Boulevard as

well as a small surface lot under the proposed open space plaza. The Expansion Project would involve the construction of a new eight-story parking garage (86 feet in height) on the northwest portion of the Project Site.

In addition to the parking facilities, existing bus access would be reconfigured on the Project Site, to be located at ground level under the proposed plaza (described below) in order to provide more direct access to the main entry.

Open Space and Other Site Features

The Expansion Project would feature extensive open space and publicly accessible features in addition to enhanced interior gathering spaces. A proposed, approximately 148,300-sf elevated central plaza (14 feet, 6 inches in height) would serve as a pedestrian connector and publicly accessible passive open space between all of the programmed spaces on the Project Site. Additionally, the project would feature a cohesive site-wide landscaping and circulation plan, including a publicly accessible walking path that would extend along the western site boundary and would provide a pedestrian connection through the Project Site and between neighboring residential areas. The trackside portion of the existing casino building would also be converted to a three-level conservatory space (100 feet in height), providing an interior landscaped circulation and gathering space to serve visitors to the site. This area would include bars and lounges.

In addition to the Expansion Project program categories detailed above, other site features incorporated into the project include the following:

- A publicly accessible pocket park located northeast of the proposed parking garage to be incorporated into the broader publicly accessible walking path (the pocket park, walking path, and plaza would be fully accessible to the public);
- Upgraded site infrastructure and circulation plan, featuring a new central connector road that provides access to the various program areas;
- An approximately 97,500-gsf, four-story (86 feet in height) CUP;
- Enhanced connection to the Aqueduct Racetrack subway station via a replacement sky bridge to connect to the expanded hotel/casino building; and
- Extensive sustainability features—including a photovoltaic solar array on the proposed parking garage.

Finally, the Applicant is exploring the potential to provide a new southbound platform at the Aqueduct Racetrack stop along the A subway line, which currently only has northbound service. Under this scenario, access to the southbound platform would be provided via an overpass over the tracks. Though still in the concept phase, this scenario is considered as part of this environmental review for conservative analysis purposes.

E. Purpose and Need

The Proposed Actions would facilitate the construction of an integrated resort that includes new hotel space, dining, shopping, an arena and event center, live gaming, and an expanded casino area at the existing RWNYC facility. The Applicant believes the Expansion Project would solidify RWNYC as a destination for entertainment, dining, and shopping in New York City and support new workforce development opportunities and economic activity in the region.

The Expansion Project would capitalize on the existing investments at the site to continue to build job opportunities and invest in the local community. The Proposed Actions would enable more certainty for the Project Site, allowing for long-term and cohesive planning on the site to benefit existing and future on-site employees. There are currently 859 jobs located on the Project Site; however, with the Proposed Expansion, the

site would be able to accommodate approximately 5,000 jobs. The diversity in job types would allow for a range of employee skill sets and opportunities, ranging from family-sustaining union jobs to senior managerial-level jobs. The Expansion Project would also directly support approximately 5,000 jobs throughout the 4-year construction duration.

Overall, the proposal would continue the investment made at this location and supported by previous Gaming Commission decisions and would leverage that investment to provide new community amenities in the form of new publicly accessible open spaces on the site, including multi-use paths and passive open spaces.

Chapter 3, Socioeconomic Conditions, includes a description of the Expansion Project's economic benefits and impacts, including job generation, tax revenue generation, and community benefits incorporated into the project.

F. Proposed Actions

The Applicant is seeking approval from the Gaming Commission for the issuance of a Gaming Facility license to facilitate live gaming operations at, and expansion of, the existing RWNYC casino, as well as the modification of the Applicant's ground lease through the FOB (the Proposed Actions), in support of developing a world-class integrated resort and casino in New York City.

G. Analysis Framework

The potential environmental effects of the Expansion Project are analyzed based on an analytical framework that compares the incremental differences between a future condition without the Proposed Actions in place (No-Action condition) and the future with the Proposed Actions in place and the associated development operation (With-Action condition). It is important to note that the Expansion Project includes as-of-right elements that were fully analyzed in the 2017 EEA (the Approved 2017 Plan) and that RWNYC will complete regardless of the outcome of the Proposed Actions.

For the purpose of the environmental analyses, the No-Action condition represents the future absent the Proposed Actions and serves as the baseline by which the Expansion Project (or With-Action condition) is compared to determine the potential for significant adverse environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the environmental review.

Future No-Action Condition

As detailed above, the full program analyzed in the Approved 2017 Plan was determined to have no significant adverse impacts. Therefore, though certain components of the Approved 2017 Plan program were never constructed on the Project Site, namely a second proposed hotel, the full program as approved in 2017 is considered the baseline No-Action future condition for the purposes of this analysis. If the Applicant is not awarded a license for live gaming, the approved and unbuilt program would be constructed on-site. The Approved 2017 Plan program is outlined in **Table 3** below.

Future With-Action Condition and Increment for Analysis

The With-Action condition is the same as the Expansion Project, detailed above in **Table 2**. The With-Action condition would include a total of approximately 5.3 million gsf of development and an incremental increase of approximately 3,167,534 gsf over the No-Action condition. **Table 3** provides the increment for analysis.

Table 3 Future No-Action and With-Action Comparison

	Existing Condition	Approved 2017 Plan (No-Action Condition)	With-Action Condition	Increment
Hotel	**270,310 gsf**	**504,180 gsf**	**1,376,900 gsf**	**+872,720 gsf**
Keys	*400 keys*	*600 keys*	*2,000 keys*	*+1,400 keys*
Guest Rooms/Lounge/Admin	*230,296 gsf*	*387,447 gsf*	*1,041,7 00 gsf*	*+654,253 gsf*
Spa/Fitness Center	*-*	*12,234 gsf*	*23,100 gsf*	*+10,866 gsf*
Support Space/BOH/Vertical Circulation	*40,014 gsf*	*104,499 gsf*	*312,100 gsf*	*+207,601 gsf*
Lobby/Public Circulation	**42,113 gsf**	**35,526 gsf**	**232,900 gsf**	**+197,374 gsf**
Retail/Dining	**149,030 gsf**	**134,253 gsf**	**213,900 gsf**	**+79,647 gsf**
Retail	*5,271 gsf*	*7,413 gsf*	*14,000 gsf*	*+6,587 gsf*
Dining	*65,972 gsf*	*53,364 gsf*	*43,100 gsf*	*-10,264 gsf*
Retail/Food Support	*42,009 gsf*	*42,253 gsf*	*30,800 gsf*	*-11,453 gsf*
Bar/Stage	*-*	*-*	*48,500 gsf*	*+48,500 gsf*
Club/Lounge	*-*	*-*	*9,200 gsf*	*+9,200 gsf*
Support Space/BOH/Vertical Circulation	*35,778 gsf*	*31,223 gsf*	*68,300 gsf*	*+37,077 gsf*
Casino/Gaming Facilities	**466,306 gsf**	**473,731 gsf**	**725,900 gsf**	**+252,169 gsf**
Gaming Positions	*6,650*	*6,650*	*11,000*	*+4,350*
Casino	*260,538 gsf*	*277,108 gsf*	*398,700 gsf*	*+121,592 gsf*
Office/Support Space/BOH/Vertical Circulation	*205,768 gsf*	*196,623 gsf*	*327,200 gsf*	*+130,577 gsf*
Function/Event Space	**128,197 gsf**	**193,719 gsf**	**73,900 gsf**	**-119,819 gsf**
Multi-Purpose Event Space	*87,802 gsf*	*91,772 gsf*	*-*	*- 91,772 gsf*
VIP Skyboxes	*-*	*3,346 gsf*	*-*	*- 3,346 gsf*
Meeting Rooms/Hospitality Suites	*6,051 gsf*	*10,066 gsf*	*24,300 gsf*	*+14,234 gsf*
Ballroom	*3,568 gsf*	*-*	*19,300 gsf*	*+19,300 gsf*
Pre-Function	*-*	*-*	*6,000 gsf*	*+6,000 gsf*
Office/Support Space/BOH/Vertical Circulation	*30,776 gsf*	*88,535 gsf*	*24,300 gsf*	*-64,235 gsf*
Pool Deck	**-**	**-**	**53,300 gsf**	**+53,300 gsf**
Arena	**-**	**-**	**187,900 gsf**	**+187,900 gsf**
Other Support Space	**29,079 gsf**	**18,357 gsf**	**323,000 gsf**	**+304,643 gsf**
Mechanical and Electrical	*20,279 gsf*	*7,110 gsf*	*145,800 gsf*	*+138,690 gsf*
Central Utility Plant	*-*	*-*	*97,500 gsf*	*+97,500 gsf*
Bus Drop-Off Area	*8,400 gsf*	*11,247 gsf*	*-*	*-11,247 gsf*
Conservatory	*-*	*-*	*79,700 gsf*	*+79,700 gsf*
Parking	**803,900 gsf (4,779 spaces)**	**803,900 gsf (4,960 spaces)**	**2,143,500 gsf (7,309 spaces)**	**+1,339,600 gsf (2,349 spaces)**
Surface Parking	*2,414 spaces*	*2,401 spaces*	*1,217 spaces*	*-1,184 spaces*
Garage Parking	*2,365 spaces*	*2,559 spaces*	*6,092 spaces*	*+3,533 spaces*
Total	**1,888,535 gsf**	**2,163,666 gsf**	**5,331,200 gsf**	**+3,167,534 gsf**

Analysis (Build) Year

Assuming approval of the gaming license in late 2025, the first phase conversion of the existing casino facilities for live gaming operations is expected to be complete in 2026. The second phase of the Expansion Project, to expand the existing RWNYC facility as part of an integrated resort, is expected to be complete in 2030.

H. Potential Impacts of the Proposed Actions

Land Use, Zoning, and Public Policy

The Proposed Actions would not result in new land uses but would introduce greater bulk and density than what currently exists on the Project Site. The uses would be compatible with the existing and historic use of the Project Site as a citywide and regional recreational and entertainment facility. The surrounding land uses are buffered from the proposed expansion on the northeast, east, south, and west (the elevated subway line) and the Applicant proposes an enhanced berm along the property line at the northwest corner of the site to provide a densely planted buffer between the Project Site and the adjacent residences. Additionally, the building bulk of the proposed development on the Project Site facilitated by the Proposed Actions would be comparable to existing development on the RWNYC Lease Area.

The requested discretionary actions are not subject to local zoning regulations. The Expansion Project would be consistent with many of the high-level goals and objectives set forth by the City in its citywide policy documents. The Proposed Actions would facilitate development that is well integrated with current built conditions and the existing uses on the Project Site. Therefore, the Expansion Project would not adversely affect surrounding land use, zoning, or public policy.

Socioeconomic Conditions

The preliminary analysis of the Expansion Project has determined that the Proposed Actions would not result in significant adverse impacts to socioeconomic conditions. The Expansion Project would not introduce new economic trends to the study area that would substantially alter existing economic patterns and trends. Since the site is used for commercial and entertainment activity, the Expansion Project would not result in direct displacement and, therefore, would not result in displacement of any uses that may directly or indirectly support businesses in the study area. Therefore, the Expansion Project would not result in significant adverse impacts due to indirect business displacement.

Community Services and Solid Waste

The *2021 City Environmental Quality Review (CEQR) Technical Manual* indicates that a significant adverse impact on health care, police and emergency services could occur when a proposed project would introduce a sizeable new population to the neighborhood or when it would displace a health care, police station, or emergency service facility. The Expansion Project would expand upon an existing use and would not introduce a sizeable new population to the neighborhood, nor would it displace the functions or facilities related to health care, police, and emergency services within the neighborhood. Therefore, no significant adverse impact is anticipated to these services.

The Proposed Actions would generate an increment above the Approved 2017 Plan of approximately 45.95 tons per week of solid waste. All solid waste generated on the Project Site would be handled by private carters. Overall, the uses facilitated by the Proposed Actions would be expected to generate solid waste equivalent to approximately four commercial carter truck loads per week. This is considered a negligible increase relative to the

approximately 9,000 tons of waste handled by commercial carters every day, and it would also represent approximately 0.02 percent of the City's anticipated future weekly commercial and the New York City Department of Sanitation–managed waste generation in 2025, as projected in the Solid Waste Management Plan. As such, the Proposed Actions would not result in an increase in solid waste that would overburden available waste management capacity. Therefore, the Proposed Actions would not result in a significant adverse impact on solid waste and sanitation services.

Open Space

There are three open spaces, including parks and playgrounds, located within a quarter mile of the Project Site. Any additional demand for open space resources that may be generated by the future visitors and worker population on the Project Site could be accommodated by the proposed open space facilities that would be incorporated into the Expansion Project, including a plaza and a promenade as well as private spaces such as a trackside plaza and hotel amenities such as a garden. Therefore, no significant adverse impacts to open space resources are expected due to the Proposed Actions.

Shadows

A preliminary analysis was conducted for the Expansion Project, consisting of Tier 1 through Tier 3 screening analyses. The Tier 1 and 2 screening analyses identified four sunlight-sensitive resources within the area of potential shadow that would result from the Expansion Project. The Tier 3 screening showed that in the absence of intervening structures, the Expansion Project could cast shadows on portions of the State-owned Ozone Howard Little League Fields (O3) and the Aqueduct Racetrack (O4). No shadows would be cast on the City-owned John Adams High School Track Field (O1)[4] or the publicly accessible Al Stabile Playground (O2).

The Expansion Project would cast shadows on Ozone Howard Little League Fields (O3) during 3 of the 4 analysis days. The fields would receive shading from the Expansion Project for approximately 17 minutes on the March 21/September 21 analysis day, 53 minutes on the May 6/August 6 analysis day, and would receive approximately 1 hour and 13 minutes of shading from the Expansion Project on the June 21 analysis day. This resource would receive uninterrupted sunlight for a minimum of approximately 8 hours. Peak usage of the Ozone Howard Little League Fields occurs in the evenings on weekdays and weekends. Because the project-generated shadows for the three analysis days occur in the early morning hours, and due to the availability of uninterrupted sunlight for the balance of the day, shadows cast by the Expansion Project would not hinder the usage, the enjoyment of this resource, or the viability of vegetation on the fields.

The Aqueduct Racetrack (O4) would receive shading on all the analysis days. Shading from the Expansion Project would occur for a period of 22 minutes on the December 21 analysis day and would occur for a maximum of approximately 2 hours and 20 minutes on the June 21 analysis day. The racetrack would receive uninterrupted sunlight for a minimum of approximately 5 hours. It should be noted that the racetrack is not publicly accessible. Project-generated shadows would not hinder the usage, the enjoyment of this resource, or the viability of vegetation. Further, it is anticipated that the activities on the racetrack will be transferred to Belmont Park by 2029 when the Expansion Project is fully operational. Future use of the site is not known at this time.

[4] Although the John Adams High School Track Field is owned by the New York City Department of Education, it is only open to students at the adjacent John Adams High School and is not publicly accessible to the surrounding community.

For the reasons described above, significant adverse shadows impacts are not anticipated for either of the resources that would experience incremental shading as a result of the Expansion Project.

Urban Design and Visual Resources

The Proposed Actions would not result in significant adverse impacts to urban design. The introduction of new amenities by the Expansion Project would further the use of the Project Site as a recreational facility. The uses are currently found in the Project Site and are only limited within the Project Site boundaries. In other words, the elements introduced by the Expansion Project other than slightly adjusted views into the Project Site are unlikely to be felt by pedestrians. As the views into the site are not to or from a visual resource, the analysis focuses on how the design of the Expansion Project would affect pedestrians in the neighborhoods immediately to the north and west of the Project Site, including from Centreville Street, 106th Street, and 107th Street. The Expansion Project includes enhancements to the planted buffer that separates the adjacent residences from the Project Site.

Infill development on the Project Site would facilitate several urban design improvements over the No-Action condition. The planning and design principles ensure a greater level of interaction between all elements of the site—from amenities and natural land features to the textures and colors of landscaping elements. The increased height and bulk of the proposed buildings overall is consistent with the higher density buildings that exist within the Project Site. The proposed buildings would be of a similar scale to the existing buildings and structures within the complex. In addition to scale, the proposed buildings would include features to integrate with the existing environment, such as the enhanced berm along the northern perimeter and proposed green wall that would be built into the parking garage façade. By doing so, the Expansion Project would provide a densely planted buffer between the adjoining residential neighborhood and the Project Site, minimizing the effects on pedestrian views from the residential neighborhood to the Project Site.

Although the changes introduced by the Expansion Project would be limited to the Project Site, some of the proposed open spaces would provide needed community benefits in the form of publicly accessible open space, including a 3.25-acre "plaza park" and a linear pathway with seating and landscaping for walking and passive recreation, and would allow more access into the Project Site than under existing conditions. Compared to the No-Action condition, the With-Action condition would improve the built environment with an expansion of existing land uses and new open spaces that would improve the urban design of the Project Site.

Hazardous Materials

Based on the Recognized Environmental Conditions identified in the Phase I Environmental Site Assessment (ESA), a Remedial Investigation Work Plan (RIWP), dated March 24, 2025, was submitted to NYS OGS for comment. The Phase II Remedial Investigation (RI) was conducted between May 22, 2025, and June 9, 2025, to characterize the existing conditions of the Project Site and investigate specific sources of suspected contamination locations. Based on the RI findings, a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) will be prepared and implemented to address contaminants of concern identified. The Phase II RI and implementation of the proposed remedial measures will be completed prior to the issuance of building permits by NYS OGS, acting on behalf of the New York State Gaming Commission. Therefore, in complying with the conditions set forth by NYS OGS that testing be performed and mitigation measures be proposed (if applicable), no significant adverse impacts would occur related to hazardous materials as a result of the Proposed Actions. Further, the Proposed Actions would not affect disadvantaged communities or cause an inequitable burden within the environmental justice (EJ) study area, and therefore, no significant adverse EJ impacts are anticipated.

Water and Sewer Infrastructure

A preliminary assessment was conducted and determined that the Expansion Project would not result in a significant adverse impact on the city's water and sewer infrastructure. Although the Expansion Project would create new demand for water and treatment of sewage in comparison to the No-Action condition, based on the methodology set forth in the *CEQR Technical Manual*, the incremental increases would be well within the capacity of the city's systems, and the effects would not be considered significant or adverse.

The site is not located within a low-pressure area, and hydrant flow tests conducted indicated adequate water pressures to service the site without negatively impacting surrounding properties. It is anticipated that booster pumps would be incorporated at the proposed garage structure to ensure fire suppression demands are provided for the Expansion Project. As the site engineering design progresses, existing water pressures and flows within the New York City Department of Environmental Protection (NYC DEP) system would be obtained, and this data would be used to model the internal water distribution systems and identify the available water pressures and flows for building plumbing/sprinkler systems. The Expansion Project would result in an incremental daily water demand of approximately 0.626 million gallons per day in 2030. The projected increase would be approximately 0.05 percent (0.08 percent total) of New York City's average daily demand of 1.3 billion gallons per day (gpd). Therefore, no analysis of the water supply system is warranted.

The Proposed Actions would result in a net incremental increase of 3,167,534 gsf of hotel, casino, and other related new developments, as compared with the No-Action condition, in a combined sewered area. An analysis of the Expansion Project's potential impacts on the city's wastewater and stormwater conveyance and treatment system is therefore warranted. The preliminary analysis of sewers focuses on the potential effects of increased sanitary and stormwater flows on the city's infrastructure serving the site. The sanitary sewage generation and its impact on wastewater treatment are also analyzed in this chapter.

The Expansion Project is projected to generate an incremental sanitary sewage increase of 376,000 gpd, for a total sewage usage of approximately 593,000 gpd in 2030. This projected increase in wastewater flow would not have a significant adverse impact on the ability of the sewage collection system to convey water to the Jamaica Wastewater Resource Recovery Facility.

The Expansion Project is expected to result in an approximate 5.5 percent reduction in impervious surfaces compared to the existing condition. The proposed expansion will be designed to meet the water quality and detention requirements in accordance with the *Unified Stormwater Rule (USWR)* design manual. Stormwater discharges from the site are tributary to the existing 24-inch NYC DEP site connection that would be maintained as part of the project, and no new stormwater site connections are proposed. Based on preliminary calculations, the total water quality volume (WQv) and sewer operations volume (Vv) that would be infiltrated/retained on-site is approximately 307,270 cubic feet and 246,020 cubic feet, respectively, which exceed the minimum storage volumes required.

The final value and treatment design would be determined during final design of the project. Treatment and detention methods are expected to include green roofs, rain gardens, detention/infiltration systems, or other green infrastructure practices. The previous phase of the project occurred prior to the implementation of the USWR, so it is expected that the Expansion Project would significantly reduce wet weather runoff volumes, thereby lessening the stormwater burden on the downstream combined sewer infrastructure.

Energy, Sustainability, Greenhouse Gas Emissions, and Climate Change

The Expansion Project would be consistent with the applicable emissions reduction and climate change goals, and there would be no significant adverse greenhouse gas (GHG) emission or climate change impacts as a result of the Expansion Project.

Following the methodology provided in the *CEQR Technical Manual* and the project's energy model report, it is estimated that the Expansion Project would result in approximately 8,709 metric tons of carbon dioxide equivalent (CO_2e) emissions from its annual operations and 23,694 metric tons a year of CO_2e emissions from mobile sources. This represents less than 0.07 percent of the city's overall 2020 GHG emissions of 48.4 million metric tons.

The Expansion Project is designed to comply with several City and State regulations. The GHG assessment concludes that the Expansion Project would comply with the 2020 Energy Conservation Construction Code of New York State, which governs performance requirements of heating, ventilation, and air conditioning systems (HVAC) as well as the exterior building envelope of new buildings. The Expansion Project is also designed to comply with New York City Local Law 97 of 2019 through its use of all-electric HVAC and domestic hot water and proposed on-site renewable energy systems in all new construction. The Expansion Project would incorporate various mitigation measures to reduce GHG emissions, including the use of electric heating and cooling systems; installation of a rooftop solar array; construction in accordance with both City and State 2020 Energy Conservation Construction Codes; water usage reduction measures; encouragement of public transportation and high-occupancy vehicle trips; and organics recycling, consistent with the State Climate Leadership and Community Protection Act.

Regarding climate change, the Project Site is located well outside of the city's Coastal Zone and is located in neither the 100-year floodplain nor the 500-year floodplain. Therefore, the Expansion Project would not be at risk of sea level rise or flood-related impacts now or in the future. As discussed in **Chapter 2, Land Use, Zoning, and Public Policy**, the Expansion Project would be in compliance with Local Law 97, introduced in 2019 for NYC to achieve reductions in GHG emissions by 2050, and would also comply with the 2020 Energy Code. The Expansion Project would also comply with NYC's Local Law 86, the Green Building Law, through its anticipated qualification for Leadership in Energy and Environmental Design (LEED) certification, a program led by the U.S. Green Building Council to promote sustainable building construction and design. Overall, the assessment concludes that the Expansion Project supports the goal of moving toward carbon neutrality and clean energy sources and is supportive of and consistent with *PlaNYC: Getting Sustainability Done*. Therefore, significant adverse impacts to climate change are not anticipated as a result of the Proposed Actions.

Transportation

Intersection Traffic

The Proposed Actions would generate a total of 2,458 vehicles per hour (vph) (2,026 "ins" and 432 "outs") in the Friday PM peak hour, 2,533 vph (1,953 "ins" and 580 "outs") in the Saturday PM peak hour, and 2,548 vph (749 "ins" and 1,799 "outs") in the Saturday night peak hour. Of the 31 intersections analyzed, the Proposed Actions would result in significant adverse traffic impacts at ten intersections (at 18 movements) during the Friday PM peak hour, ten intersections (at 14 movements) during the Saturday PM peak hour, and nine intersections (at ten movements) during the Saturday night peak hour.

The identification and evaluation of traffic capacity improvements needed to mitigate potential significant adverse traffic impacts created by the Proposed Actions are presented in **Chapter 17, Mitigation**.

Highways

The Expansion Project is located in close proximity to the Belt Parkway and the Nassau Expressway, and analyses were performed at key highway segments that project-generated trips would use to access the Project Site. The highway segments analyzed are located on the Belt Parkway within the vicinity of the Lefferts Boulevard overpass and the Van Wyck Expressway Service Road/North Conduit intersection. No significant adverse impacts would occur at the 11 highway segments analyzed for the Friday PM, Saturday midday, and Saturday night peak hours.

Parking

The Expansion Project would provide a total of 7,309 onsite parking spaces, including construction of a new 3,727-space parking garage. The Proposed Actions' peak parking demand of 6,008 spaces would be expected on Saturday during the 8 PM to 9 PM hour. Overall, the Expansion Project would provide enough spaces to accommodate the Friday and Saturday peak project demand.

Transit

There are two subway stations located within the Aqueduct Racetrack property close to the Project Site—the Aqueduct Racetrack subway station and Aqueduct – North Conduit Avenue subway station (both stations are served by the A subway line). Analyses of the station elements at these two subway stations were performed for the weekday PM commuter peak hour, specifically for a Friday when weekday station activities are highest. The analysis determined that all station elements analyzed would operate at acceptable levels of service in the With-Action condition.

A subway line haul analysis was conducted for the A subway line and determined that the subway line would continue to operate within capacity during the Friday PM peak hour, and therefore, subway line haul impacts are not expected as a result of the Expansion Project.

Overall, the Expansion Project would not result in the potential for significant adverse transit impacts (neither for bus nor subway).

RWNYC is exploring the potential to provide a new southbound platform at the Aqueduct Racetrack station, which currently only has northbound service. Access to the southbound platform would be provided via an overpass over the tracks, with one new stairway along each platform. It is assumed that subway riders that access the Aqueduct Racetrack property from the Aqueduct – North Conduit Avenue Station would use the proposed southbound platform at the Aqueduct Racetrack station. Design and construction of the southbound platform would require MTA approval and coordination. An analysis of the proposed stairways was conducted and determined 60-inch-wide stairways would operate at acceptable LOS (level of service) C.

Vehicular and Pedestrian Safety

Five intersections have been identified as high-crash locations, according to New York City Department of Transportation (NYC DOT) criteria. The intersections of Rockaway Boulevard at Liberty Avenue/96th Street and North Conduit Avenue at Lefferts Boulevard had at least five bicycle and/or pedestrian crashes recorded within a consecutive 12-month period and were identified as high-crash locations. In addition to these intersections, three additional locations located along the Rockaway Boulevard, Woodhaven Boulevard, and Liberty Avenue corridors have been identified by NYC DOT as priority corridors as part of the NYC Vision Zero Program and experienced at least three bicycle and/or pedestrian crashes within a consecutive 12-month period. These intersections are therefore considered high-crash locations per NYC DOT's criteria.

Air Quality

The air quality analysis addressed emissions from mobile sources at intersections, parking facilities, and industrial sources.

Intersection Analysis

The number of incremental trips generated by the Proposed Expansion would be higher than the screening thresholds for carbon monoxide (CO) and particulate matter (PM) identified in the *CEQR Technical Manual*. As such, a mobile source screening assessment was undertaken, which indicated the need for additional analysis. Based on the screening analysis results, the intersection of Rockaway Boulevard and Aqueduct Road was selected as a worst-case location. A microscale analysis for CO and PM was conducted for this location using weekend traffic data. The highest predicted CO and PM concentrations were below respective National Ambient Air Quality Standards and the CEQR *de minimis* values. Therefore, no significant adverse air quality impacts are expected from mobile sources generated by the Expansion Project.

Parking Analysis

A parking garage analysis was undertaken for the proposed parking garage. The garage would have one sub-grade level that is mechanically ventilated and several above-grade levels that are naturally ventilated. The analysis determined that emissions from both portions of the parking garage would not result in a significant adverse air quality impact. Overall, no significant adverse air quality impacts are expected from the parking facilities.

Industrial Source Analysis

An industrial source analysis was conducted for sites emitting air toxics within a 400-foot radius of the Project Site. The analysis presented that there would be no potential for impacts from the sources identified. Therefore, further analysis of industrial sources was not warranted, and no significant adverse air quality impacts are expected.

Noise

A noise assessment was conducted to determine whether (i) the Expansion Project would significantly increase sound levels from mobile and stationary sources at existing noise receptors, and (ii) the new noise receptors that would be introduced by the Expansion Project would be in an acceptable ambient sound level environment. The Expansion Project is not anticipated to result in significant adverse noise impacts. To ensure the effective implementation of the noise reduction commitments and mitigation measures outlined in this chapter, an enforceable legal mechanism will be established, in the form of a licensing agreement, prior to the issuance of a Gaming Facility license from the New York State Gaming Commission and would be a condition of the awarded license.

Existing Receptors

Mobile Source Analysis

Traffic-related impacts were evaluated at 31 intersections within the Expansion Project's study area during weekday PM, Saturday PM, and Saturday nighttime periods. The analysis considers existing, No-Action, and With-Action condition traffic volumes. The identified intersections were assessed to understand how traffic noise would change in the future With-Action condition by comparing the No-Action and With-Action passenger car

equivalents (PCEs) to determine whether the CEQR impact threshold of 3 A-weighted decibels (dB[A]) is exceeded. The analysis concludes that, at the busiest intersection, noise levels are expected to increase by 2.1 dB(A) under the With-Action condition compared to the No-Action condition. As incremental noise levels at each of the identified intersections are not expected to exceed the CEQR impact threshold of 3 dB(A), no significant adverse mobile source noise impacts are anticipated as a result of the Expansion Project and no further analysis is warranted.

Stationary Source Analysis

The analysis includes the CUP Building, the parking garage, and the multi-purpose arena as stationary noise sources in the With-Action condition. Approximately 950 noise-sensitive receptors (NSRs) were identified within a 1,500-foot radius of the Project Site, with 19 receptor points used to represent receptors with a direct line of sight to the proposed CUP building. These receptors were identified using a geographic information system, satellite imagery, and field surveys conducted in October 2022. For the arena and parking garage assessments, no receptors were identified as the assessment determined that the construction of these buildings would sufficiently attenuate noise, ensuring compliance with the *CEQR Technical Manual* for all NSRs.

CUP Building

Predicted noise levels from the proposed CUP building at nearby existing NSRs indicate that during both daytime and nighttime hours, no noise levels would exceed the *CEQR Technical Manual* threshold of a 3 dB(A) L_{eq1hr} increase. Therefore, no significant adverse noise impacts are anticipated.

The impact determination assumes that the CUP building would incorporate the specific measures which are outlined in the **Project Commitments** section below. With the provision of these measures, no significant adverse noise impacts due to stationary sources from the CUP building are anticipated.

An assessment was conducted in accordance with §24-227 (Circulation Devices) of the NYC Noise Code, confirming that all predicted noise levels comply with the 45 dB(A) criterion.

Arena

The proposed arena design would be fully enclosed, and the building would be designed to ensure noise does not adversely affect the surrounding environment. The building envelope, including the roof, would use materials with a high Sound Transmission Class (STC) and the design would require that all seams and joints are tightly sealed to avoid noise breakout. Additionally, the internal acoustic design would ensure sound energy and reverberation is limited with acoustic panels distributed across the arena.

The design measures outlined above and in the **Project Commitments** section below would sufficiently attenuate noise, such that no existing NSRs would experience incremental noise increases exceeding 3 dB(A) compared to No-Action noise levels. Additionally, the design would be developed such that noise levels at proposed NSRs on the Project Site do not exceed 65 dB(A) L10 during the day or 55 dB(A) L10 at night, in order to meet 'Acceptable General External Exposure' levels as defined by the *CEQR Technical Manual*. Given these measures, the noise generated by the multi-purpose arena is not anticipated to result in a significant adverse noise impact.

Parking Garage

The Expansion Project would include a new accessory parking garage to be built on the western portion of the Project Site, connected to the CUP Building. Various noise reduction measures would be implemented during the detailed design phase of the parking garage, which are outlined in the **Project Commitments** section below.

By incorporating noise reduction measures, noise from the proposed parking garage would be significantly minimized. The combination of structural design improvements and operational controls are anticipated to result in acceptable noise levels at nearby receptors, and, as such, no significant adverse noise impacts are anticipated.

New Future Receptors

An assessment of potential significant adverse noise impacts on proposed new sensitive receptors (project-generated NSRs) is provided and concludes that the anticipated incident noise levels on the proposed hotel façade fall under the "Acceptable General External Exposure" category. Therefore, no significant adverse noise impacts on project-generated NSRs are anticipated and no further analysis is warranted.

Public Health

The Expansion Project would not result in any significant adverse public health impacts as defined by CEQR. Nor would the Expansion Project result in unmitigated significant adverse impacts in the areas of air quality, noise, water quality, or hazardous materials. In addition, through the implementation of a comprehensive Responsible Gaming/Problem Gambling Prevention Plan, the Proposed Actions would advance the goals of the New York State Responsible Play Partnership to reduce harm associated with problem gambling and promote general public health and welfare.

Neighborhood Character

The Expansion Project would not result in a significant adverse impact to neighborhood character. As outlined in the *CEQR Technical Manual*, the assessment of neighborhood character is based on the analyses of other technical areas. The Expansion Project would not result in significant adverse impacts in the technical areas of land use, zoning, and public policy; community services and solid waste; socioeconomic conditions; open space; urban design, and visual resources; shadows; or noise. The Expansion Project would result in traffic impacts. Therefore, a preliminary assessment of neighborhood character is provided. The assessment concludes that, while there would be increased transportation activity because of the Expansion Project, the resulting traffic conditions would be similar to those seen in the urban neighborhoods defining the study area and would not result in density of activity or service conditions that would be out of character with the surrounding neighborhood.

Construction

Governmental oversight of construction in New York City is extensive and typically involves a number of City, State, and Federal agencies, each with specific areas of responsibility. However, as this project is being constructed on State land, it would follow State guidance with close coordination and review by the NYS OGS, on behalf of the New York State Gaming Commission (the Gaming Commission). The Expansion Project would also comply with the requirements of the New York City Noise Code.

This chapter includes a discussion of construction regulations and general practices, a description of the development construction schedule, and an assessment of the potential for the Expansion Project to result in temporary significant adverse construction-period impacts.

Transportation

Traffic

Activities related to construction would generate construction worker and delivery trips. Although construction-

related vehicle traffic would be less than the vehicle trips generated by the Expansion Project, peak construction travel occurs during different times of the day and, as such, needs to be evaluated for its potential to result in significant traffic impacts. To assess the potential for construction traffic impacts, 11 intersections were analyzed during the weekday AM and PM construction peak hours. These intersections include all nine intersections with unmitigated traffic impacts identified in **Chapter 17, Mitigation**, as well as the north entrance to the Project Site where operational improvements are proposed and at the intersection of North Conduit Avenue and the Belt Parkway Westbound Off-Ramp where a new traffic signal is proposed to mitigate a project-related traffic impact.

Construction activities are expected to peak during the second quarter of 2029 (Q2 2029). It is anticipated that construction of the Expansion Project would generate approximately 330 construction worker auto trips and 38 construction truck trips during the AM construction peak hour; and 329 construction worker auto trips and eight construction truck trips during the PM construction peak hour. Construction trucks would be required to use the NYC DOT–designated truck routes to travel to the Project Site and would then use local streets to access the construction site entrances.

Of the 11 intersections analyzed, significant construction traffic impacts were identified at one intersection during the AM construction peak hour and four intersections during the PM construction peak hour. Standard traffic capacity improvements typically implemented by NYC DOT, such as signal timing modifications, could fully mitigate traffic impacts at the one significantly impacted intersection during the AM construction peak hour and two of the four significantly impacted intersections during the PM construction peak hour. Significant traffic impacts to the intersections listed below would remain unmitigated during the PM construction peak hour.

- Linden Boulevard and southbound Van Wyck service road
- Linden Boulevard and northbound Van Wyck service road

Parking

Construction workers would generate an estimated maximum daily parking demand of 412 spaces during the Q2 2029 peak quarter. Parking for construction workers would be provided in the approximately 1,109 on-site surface spaces in the north lot (Lot C) of the Aqueduct Racetrack property, which would be able to accommodate this demand. Construction workers would not be allowed to park at the remaining parking facilities, which would remain open during construction for use by RWNYC staff and visitors. The new 3,309-space parking garage would be opened in Q3 2027, during the second phase of construction, providing additional parking supply for visitors. Parking provided would, therefore, be sufficient to accommodate the construction worker parking demand.

Transit and Pedestrians

It is anticipated that approximately 26 percent of construction workers would travel to the Project Site by subway or bus. Construction-related transit trips would be significantly lower than transit trips generated during the operational peak hours and, as these trips would occur outside of the commuter peak hours, significant construction transit impacts are not expected. While the total number of pedestrian trips would exceed the *CEQR Technical Manual* threshold of 200 or more pedestrians, no public sidewalk, corner or crosswalk space would attract 200 or more pedestrian trips, as the majority of walk trips to and from subway stations or bus stops would be confined within the Project Site. Therefore, the Expansion Project would not result in pedestrian impacts during the construction period.

Air Quality

Potential construction air quality impacts on surrounding sensitive uses were assessed using the NYSDOT's *Transportation Environmental Manual (TEM)* guidance and the consideration of pollutant emission control measures.

The NYSDOT *TEM* requires further analysis for construction that would cause detours/diversions for more than 5 years in any one location. The construction of the project would not result in traffic diversions or detours. Therefore, further analysis of construction air quality from mobile sources is not required. Furthermore, emission control measures would be implemented that include but are not limited to the suppression of fugitive dust through watering at the construction site, use of on-site equipment meeting U.S. Environmental Protection Agency's (EPA's) Tier 3 with diesel particulate filters or Tier 4 standards, and truck idling restrictions. Considering the temporary nature of construction and the commitment to pollutant emission control measures, further analysis of construction air quality was not required, and adverse impacts are not expected.

Noise

The construction activities for the Expansion Project would temporarily increase noise levels for nearby sensitive receptors, with peak levels anticipated during the construction of the parking garage and CUP Building through Q2 2026.

Construction activities would be limited to 7:00 AM to 3:00 PM, avoiding noise-sensitive evening and nighttime periods. Construction-related vehicle trips would result in a maximum noise level increase of 1.0 dBA at nearby intersections, which is below the 3 dBA *CEQR Technical Manual* significant adverse impact threshold.

While construction noise levels exceed the *CEQR Technical Manual* screening thresholds at multiple receptors, no temporary significant adverse impacts are identified, as the duration of these exceedances are unlikely to last longer than 2 years or more. For the existing hotel, building characteristics and mechanical ventilation systems help maintain internal noise levels below applicable thresholds during construction. Additionally, the construction contractor will implement the noise reduction measures listed below in the **Project Commitments** section to further reduce noise levels for those receptors.

A noise abatement plan would be implemented throughout construction, including equipment maintenance and noise reduction requirements, operational controls, restricted work hours, and site management practices. Additional case-specific measures, such as sound screens or berms, will be implemented where necessary.

Vibration

Construction activities can generate ground-borne vibrations, potentially causing structural or architectural damage, or annoyance to nearby residents. However, the proposed construction methods would not produce high vibration levels, as no impulsive equipment like pile drivers or drill rigs would be used.

Additionally, there are no buildings within 90 feet of the Project Site listed by the New York City Landmarks Preservation Commission (LPC) or the State and/or National Register of Historic Places (S/NR) that would require special protections from potential damage due to vibration. There is the potential for construction vibration from some construction equipment to cause annoyance in nearby residences. However, these construction activities would only occur for limited periods of time at any particular location and are considered standard for construction sites. The Applicant would follow all applicable regulations regarding required notifications to surrounding property owners. Therefore, there would be no significant adverse impact as a result of construction vibration.

Other Technical Areas

In terms of construction effects on land use, historic resources, neighborhood character, socioeconomic conditions, community facilities, and open space, preliminary analyses found that no significant adverse impacts

would occur due to construction of the Expansion Project.

With respect to hazardous materials, the completion of a RAP and associated CHASP would be a condition of the awarded Gaming Facility license from the New York State Gaming Commission to ensure investigation, mitigation, and remediation of any hazardous materials would be completed in a safe and comprehensive manner. Compliance with the conditions set forth in the agreement made with NYS would preclude the potential for significant adverse hazardous materials impacts to occur during construction and operation of the Expansion Project.

With respect to Water and Sewer Infrastructure, the Expansion Project would require a State Pollutant Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity. In addition, the Applicant would be required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that meets criteria set forth by New York State Department of Environmental Conservation (NYSDEC). With the implementation of a SWPPP, there would be no significant adverse impacts to water resources due to construction of the Expansion Project.

Mitigation

In accordance with the *CEQR Technical Manual*, where significant adverse impacts are identified, mitigation to eliminate the impacts to the fullest extent practicable is developed and evaluated.

Traffic Mitigation[5]

Of the 31 intersections analyzed, the Expansion Project would result in significant adverse traffic impacts at 10 intersections (at 18 movements) during the Friday PM peak hour, 10 intersections (at 14 movements) during the Saturday PM peak hour, and nine intersections (at ten movements) during the Saturday Night peak hour. The majority of the intersections analyzed would either not be significantly impacted or could be fully mitigated with traffic improvement measures.

Four of the 31 intersections would remain unmitigated during the Friday PM peak hour (two of the four intersections would be partially mitigated) and five intersections would remain unmitigated during the Saturday PM peak hour, and five intersections would remain unmitigated during the Saturday Night peak hour. In terms of impacted movements, eight of 18 movements, eight of 14 movements, and six of ten movements would remain unmitigated during the Friday PM, Saturday PM, and Saturday Night peak hours, respectively. Mitigation measures identified later in the chapter, specifically signal timing changes, are standard traffic capacity improvements that are typically implemented by the NYC DOT.

Construction Traffic Mitigation

Of the 11 intersections analyzed, significant construction traffic impacts were identified at one intersection during the AM construction peak hour and four intersections during the PM construction peak hour. Standard traffic capacity improvements typically implemented by NYC DOT, such as signal timing modifications, could fully

[5] The NYS FOB considered input from the NYC DOT, an involved agency, and has not come to agreement with the Applicant, RWNYC, on information in the transportation chapter pertaining to trip generation rates associated with the casino use as well as the applicant's exclusion of weekday traffic analysis. RWNYC used 2019 traffic counts from the site whereas NYC DOT suggests a trip generation rate based on 2013 and 2016 traffic counts from the site as well as those from other off-site casinos. Though mitigation is proposed within the FEIS, additional traffic studies and mitigation may be required prior to initiation of the project.

mitigate traffic impacts at the one significantly impacted intersection during the AM construction peak hour and two of the four significantly impacted intersections during the PM construction peak hour. However, significant traffic impacts at the following two intersections listed below would remain unmitigated during the PM construction peak hours - Linden Boulevard and Southbound Van Wyck Service Road; and Linden Boulevard and Northbound Van Wyck Service Road.

Alternatives

No-Action Alternative

The No-Action Alternative is the future without the Proposed Actions (the No-Action condition), described in **Chapter 1, Project Description** and analyzed in **Chapter 2, Land Use, Zoning, and Public Policy** through **Chapter 16, Construction**. Absent the Expansion Project, it is assumed that the full program analyzed in the Approved 2017 Plan would be built out, namely a second proposed hotel, and that existing uses on-site would continue to operate. The No-Action condition would total 2,163,666 gsf including 600 hotel keys, 473,731 gsf of casino and gaming facilities, 134,253 gsf of retail and dining, 35,526 gsf of lobby and public circulation space, 18,357 gsf of other support space, and 4,960 parking spaces.

While the No-Action Alternative would not result in any significant adverse impacts, it would only moderately increase the number of gaming positions and hotel rooms, and it would not introduce new amenities and infrastructure such as the arena, pool deck, CUP, conservatory, or public plaza space. Without these features of the Expansion Project, the No-Action Alternative would not achieve the same economic benefits and would not meet the purpose and need of the Expansion Project to solidify RWNYC as a destination for entertainment, dining, and shopping in New York City and the region.

No Unmitigated Significant Adverse Impacts Alternative

The No Unmitigated Significant Adverse Impact Alternative identifies those modifications to the Proposed Actions that would be required to eliminate all the Proposed Actions' unmitigated significant adverse impacts. The Expansion Project would result in significant adverse impacts to traffic elements that could not be fully mitigated.

While this alternative considers development that would not result in any unmitigated significant adverse impacts, to eliminate all unmitigated significant adverse impacts, the Proposed Actions would need to be so substantially modified that the project goals and objectives would not be realized.

The Expansion Project would result in significant adverse traffic impacts that could not be fully mitigated with standard traffic capacity improvement measures during the Friday PM, Saturday PM, and Saturday night peak periods. A sensitivity analysis was conducted at critical intersections where unmitigated traffic impacts were identified and determined that the critical intersection would be the intersection of North Conduit Avenue and Lefferts Boulevard/Old South Road. A development increment equivalent to 22 percent of the full Expansion Project development program would result in significant adverse traffic impacts that could not be fully mitigated. Therefore, for the Expansion Project to not result in unmitigated significant adverse traffic impacts, the development increment would need to be reduced by more than 78 percent.

Unavoidable Significant Adverse Impacts

According to the *CEQR Technical Manual*, unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is impossible. The Proposed Actions would have the potential to result in significant adverse traffic impacts at certain locations.

In addition, certain unavoidable effects associated with construction would result from the Proposed Actions. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate the significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, the impacts may not be eliminated.

Growth-Inducing Aspects of the Proposed Project

The Applicant is proposing a two-stage conversion and expansion of the existing facilities at the Project Site to construct a world-class integrated resort and casino. Upon issuance of the Gaming Facility license, RWNYC would undertake an initial interior renovation to convert the existing event and exposition space on the third floor to live gaming, as well as renovations to the existing VLT areas of the casino on the lower floors, accommodating a total of 6,650 gaming positions. This initial conversion would allow RWNYC to quickly deliver live gaming to the NYC market.[6]

Following the conversion of existing space to live gaming, the Proposed Actions would facilitate the expansion of the RWNYC facility through the construction of a new hotel and facility space featuring a pool and ballroom/multi-purpose event space; expanded retail and dining offerings, including new restaurants, a bar/stage area, and club; expanded casino and gaming facilities as well as required support spaces (count room, surveillance room, employee lounges, etc.); a new 7,000-seat arena; a CUP to service the proposed new buildings; a new central plaza and conservatory; and a new parking garage in the location of the existing surface parking on the Project Site.

As discussed in **Chapter 3, Socioeconomic Conditions**, the Expansion Project would augment and enhance an existing facility with new entertainment and commercial space supporting similar uses and businesses to what exists on the Project Site and therefore would not introduce a new development trend. As documented in the socioeconomic conditions analysis, the development conditions and local economy of the area surrounding the Project Site have been relatively stable, with no clear trend occurring in recent years. The area did not experience a change in development trends following the expansion of the RWNYC casino that was constructed in 2021, which suggests that further expansion of operations at the Project Site would not introduce new trends that could affect nearby local businesses. Therefore, the Expansion Project would be consistent with the existing mix of uses at the Project Site and would not affect development conditions in the study area.

As discussed in **Chapter 9, Water and Sewer Infrastructure**, the infrastructure in the study area is already well developed such that improvements associated with the Proposed Actions would not induce additional growth or overburden the existing system.

Although the Proposed Actions would result in increased development at the Project Site, it is not anticipated that the Proposed Actions would generate significant secondary effects resulting in substantial new development in nearby areas. Additionally, the Proposed Actions are limited in applicability to the boundaries of the Project Site and would not extend beyond the Project Site.

Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

[6] The initial stage conversion of the existing RWNYC facility to live gaming would involve interior renovations only on the Project Site. No additional gross square footage would be constructed. It is anticipated that the existing exposition and event space on the third floor would be converted for gaming purposes as a first step, followed by renovations on the lower levels, in order to provide continuous gaming operations during the initial stage and minimize disruption as much as possible. There would be no increase in gaming positions beyond the 6,650 studied and permitted under the 2017 EEA.

Irreversible and Irretrievable Commitments of Resources

The Proposed Actions would not result in an immediate or long-term loss of environmental resources, since the Project Site does not possess any natural resource of significant value, and the Project Site has been previously developed. The long-term commitment of land resources needed for the Expansion Project would be balanced by the project's beneficial aspects, including economic development, job creation, and community benefits.

Cumulative Impacts

Generally, cumulative 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. Many of the technical analysis areas included in this EIS by nature review the potential cumulative impacts of the Proposed Actions and the 2021 Phase 1 development on the Project Site. An assessment determined that the Expansion Project is not expected to result in cumulative impacts that would compound or increase other environmental effects.

I. Project Commitments

Detailed descriptions of project commitments associated with each chapter are provided below:

Land Use Zoning and Public Policy

- Significant new landscaping, including enhanced berms, are proposed along the northwestern portion of the property to provide screening between the adjacent residential neighborhood and the Expansion Project.
- The Expansion Project would be in compliance with Local Law 97, introduced in 2019 for NYC to achieve reductions in greenhouse gas emissions by 2050, as well as NYC's Local Law 86, the Green Building Law, through its anticipated qualification for LEED certification.
- Landscaping and plantings throughout the Project Site would prioritize native plant species and pollinators over non-native species to support, promote, and protect future biodiversity and habitat.

Socioeconomic Conditions

- The Applicant is committed to continuing to hire a workforce that represents the demographics of Queens through the Workforce Development and Diversity Plan.

Community Services and Solid Waste

- The Applicant would maintain coordination with the local fire and police service providers as development occurs to address concerns raised and avoid impacts to the local community.
- The Applicant would implement an organics recycling program to divert organics from the waste stream.
- Solid waste collection on the Project Site would be handled out of public view and away from nearby residences.

Open Space

- The Expansion Project would include on-site public and private open space.

Shadows

- There are no project commitments specific to **Chapter 6, Shadows**.

Urban Design and Visual Resources

- Enhance the urban design by adding a densely planted buffer along the property line and by providing a green wall on the parking garage façade, promoting integration with the surrounding environment and creating a visual barrier between the Project Site and the neighboring residential area.
- Maintain the facade treatments of the proposed buildings in harmony with the existing complex, including the use of materials like plaster, wood, and glass.
- Introduce a variety of public and private open spaces, including a 3.25-acre plaza park, a linear promenade that runs the length of the property along the western property line that incorporates seating and landscaping for passive recreation, and a pocket park connected to the promenade near the intersection of 108th Street and Sutter Avenue.
- Incorporate thoughtful landscape elements to sequester carbon and improve ecological value, enhancing the local urban environment's comfort and appeal.
- Design roadways in accordance with Fire Department of New York (FDNY) requirements.
- Ensure sidewalks would be compliant with the Americans with Disabilities Act Standards for Accessible Design.
- Provide pedestrian ramps at corner quadrants with detectable warning surfaces. Striping and signage for crosswalks would be provided per NYS guidelines and the *Manual on Uniform Traffic Control Devices*.
- Include lighting features throughout the Expansion Project, including in the parking areas, along walkways, and throughout the various public and private open spaces. to prevent off-site light spill and to promote safety and support navigation throughout the Project Site. The Applicant will coordinate with the Federal Aviation Administration (FAA) and Port Authority of New York and New Jersey (PANYNJ) to provide lighting that is compliant with the relevant requirements and guidelines of these agencies. This submission will be part of a detailed airspace analysis that will be prepared for the proposed Expansion Project to facilitate formal review and approval from the FAA and PANYNJ of the Expansion Project building heights, exterior cladding, roofing materials, and lighting. Approval will be obtained prior to project construction.
- Adhere to industry best practices and standards of NYS and NYC regarding the preservation of tree critical root zones throughout construction.

Hazardous Materials

- The RAP and implementation of the proposed remedial measures will be completed prior to the issuance of building permits by NYS OGS. In complying with the conditions set forth by NYS OGS, no significant adverse impacts would occur related to hazardous materials as a result of the Proposed Actions.

Water and Sewer Infrastructure

- The Expansion Project would be designed to meet the water quality and detention requirements in accordance with the USWR design manual.

Energy Sustainability GHG and Climate Change

- The Expansion Project would include the construction of a CUP with simultaneous heating and cooling heat pump chillers as a primary stage of both heating and cooling. The efficient electrification of the heating and cooling equipment would result in a complete (100 percent) reduction in local fossil fuel usage and allow the building's carbon footprint to be reduced as the grid gets greener. Together, these measures would aid in the State's goals to reduce emissions by 40 percent by 2030.

- The Expansion Project's all-electric design fully aligns with the Scoping Plan for the 2019 Climate Leadership & Community Protection Act (CLCPA) and could take full advantage of the grid sourcing increasing renewable energy, resulting in fewer GHG emissions. This conversion would aid in the State's goals to reduce emissions by 85 percent in 2050.
- The Expansion Project includes installation of a rooftop solar array that is estimated to offset 8 percent of estimated energy use (6,245,000 kWh per year), and the Applicant would look to purchase renewable energy credits. Installing a solar array and purchasing renewable energy credits is in line with the Scoping Plan for the CLCPA task to transform power generation in the State to renewable sources.
- The Expansion Project would be built in accordance with the latest State and City codes, including the 2020 Energy Conservation Construction Codes of New York State and 2020 New York City Energy Conservation Code—both of which govern building efficiency in the choice of HVAC system and the exterior building envelope.
- As part of its commitment to New York City, the Applicant aims to comply with the intent and spirit of Local Law 97, even though the property is State-owned, and the Applicant is ultimately not required to comply with local laws since the State has jurisdiction over the City. It would do so using the all-electric HVAC design and renewable energy installation mentioned above. The Expansion Project is projected to comply with Local Law 97 through 2034 without the need to procure any additional off-site resources; starting in 2035, the project can use off-site renewable resources to offset electricity use as would be required by Local Law 97.
- The Expansion Project would install low-flow flush and flow fixtures to reduce water usage and is evaluating using reclaimed stormwater for irrigation, flushing toilets, and HVAC make-up water.
- The Expansion Project is adjacent to a subway stop and would encourage public transportation and high-occupancy vehicle trips (shuttle or bus) to reduce single occupancy vehicle trips to the site and reduce mobile source emissions. These measures are in line with the Scoping Plan for the CLCPA call to promote mobility-oriented developments and mixed-used development near public transportation.
- The Expansion Project would include an organics recycling program to divert organics from the waste stream.
- Construction of the Expansion Project would follow federal and state regulations and codes for construction that limit equipment emissions by model year, limit idle time for vehicles and equipment on-site, and include other measures to reduce emissions.
- Construction equipment used on the Expansion Project would meet EPA's established emission limits (i.e., the use of equipment meeting EPA's Tier 3 emission standards in conjunction with diesel particulate filters and Tier 4 emission standards).
- Industry standard practices such as equipment engine maintenance would be employed to contribute to the overall goal of reducing GHG emissions from construction. Thus, construction of the Proposed Project would adhere to the State goals to reduce GHG.

Transportation

- Reconfiguration of the internal roadway network within the Project Site to accommodate the Expansion Project and provide new access connections to the project's buildings.
- Reconfiguration of the trackside roadway along the west side of the Aqueduct Racetrack between North Conduit Boulevard and the Expansion Project to accommodate the increase in vehicle traffic demand from the project.

› Operational improvements at the Rockaway Boulevard entrance, at the intersection of Rockaway Boulevard and Aqueduct Road, to accommodate the increase in vehicle traffic demand from the project. Implementation of the measures, summarized below, would be subject to NYC DOT's approval.
  - Restriping of the westbound Rockaway Boulevard approach to provide an additional left-turn lane.
  - Extension of the Aqueduct Road median to provide pedestrian refuge on the south crosswalk.
  - Modification of the intersection's signal timing and phasing plan.
› Potential measures to improve pedestrian safety at the intersection of Rockaway Boulevard/Liberty Avenue and 96th Street, such as signage identifying designated crosswalks at this intersection and at the adjacent intersection of Liberty Avenue and Rockaway Boulevard. Implementation of these measures would be subject to NYC DOT's approval and adoption.
› Potential safety improvements at the intersection of North Conduit Avenue and Lefferts Boulevard such as implementation of delineator poles, slow turn wedges and/or striping, and increased visibility for motorists during the dark hours. Implementation of these measures would be subject to NYC DOT's approval and adoption.
› Engaging with MTA to explore the potential of providing southbound service at the Aqueduct Racetrack subway station and improve transit access to the Project Site.
› Engaging with the MTA prior to the opening of the Expansion Project to evaluate whether additional service is needed to accommodate future ridership demand considering the additional subway ridership to be generated by the Proposed Expansion.
› The New York State Franchise Oversight Board considered input from NYC DOT, an involved agency, and has not come to agreement with the Applicant, RWNYC, on information in the final transportation chapter pertaining to trip generation rates associated with the casino use as well as the Applicant's exclusion of weekday traffic analysis. RWNYC used 2019 traffic counts from the site whereas NYC DOT suggests a trip generation rate based on 2013 and 2016 traffic counts from the site as well as those from other off-site casinos. Though mitigation is proposed within this Final Environmental Impact Statement (FEIS), additional traffic studies and mitigation may be required by NYC DOT or NYSDOT during their approvals prior to initiation of the project.

Air Quality

› Use of all-electric space and water heating systems at a CUP with distributed hydronic loops to all the new buildings.
› Use of electric HVAC systems for all new buildings.
› Use of natural gas boilers for backup only to the electric heating system and diesel generators for emergency power use.

Noise

› Contractual Obligations: The Applicant must include the noise reduction requirements as contractual obligations for all design, construction, and operational contractors.
› CUP Building:
  - Mechanical equipment within and on the rooftop of the CUP building will be designed to maintain noise levels below the allowable limits outlined in the following section for all octave band levels between 31.5Hz to 8kHz.

- The Applicant must install acoustic louvres on the building façade where ventilation openings are required.
- The Applicant must install acoustical silencers on the cooling towers fan discharges.

› Multi-Purpose Arena:
- Fully Enclosed Design: The arena will have a fully enclosed structure to attenuate noise breakout into the surrounding environment.
- High STC Materials: The building envelope, including the roof, will utilize materials with a high STC to attenuate noise effectively.
- Sealed Construction: All seals and joints in the building structure would be sealed to prevent noise breakout.
- Internal Acoustic Treatments: Acoustic panels would be strategically distributed inside the arena to limit sound energy and reduce reverberation.

› Parking Garage:
- Incorporate sound absorbing materials in the construction of the parking garage walls ceilings and floors to help reduce the reflection and transmission of noise both within and outside the parking garage.
- Design the wall to be semi-enclosed with a "green wall" on the external façade that would help absorb sound emissions from the parking garage.
- Enforce a No Tailgating or No Partying policy: If necessary, provide designated areas for fans to congregate before and after events at the arena.
- Enforce low-speed limits within the parking garage to reduce noise from vehicle acceleration, braking and tire friction.
- Allocate parking spaces for larger or noisier vehicles, such as trucks or sport utility vehicles, in areas of the parking garage that are farther from NSRs.

› Screening Wall: A 9-meter (29-foot) high screening wall is proposed above the rooftop to provide visual and acoustic benefits for cooling towers, generator stacks, and air source heat pumps, which should be constructed to achieve an absorption coefficient of at least 0.6 across the frequency spectrum.

Public Health

› The Applicant will continue to maintain a Responsible Gaming/Problem Gambling Prevention Plan.

Neighborhood Character

› While there are no project commitments specific to the neighborhood character chapter, certain project commitments would be implemented, including new visual buffers from neighboring properties in the form of an enhanced berm and landscaping (as described in **Chapter 2, Land Use, Zoning, and Public Policy** and **Chapter 7, Urban Design and Visual Resources**), to better integrate the Expansion Project into the existing neighborhood character context.

Construction

Traffic

› Construction trucks would be required to use NYC DOT-designated truck routes and service the construction site at the designated loading zones.

› Modifications to the signal timing at specific intersections are recommended to mitigate traffic impacts.

Noise

› A 16-foot-tall perimeter sound wall will be installed prior to the commencement of construction works. The sound wall will follow the existing boundary fence line and will be in situ for the duration of the construction. To ensure a sufficient STC[7] rating, the sound wall should be constructed to meet the following criteria:

- A surface density of at least 10 kg/m^2;
- A fully closed surface with no large cracks or gaps; and
- Sufficient width and height to minimize sound diffraction around or over the barrier.

Additionally, the noise reduction coefficient (NRC)[8] of the sound wall facing the construction site should be at least 0.7 to minimize reflections.

› Temporary acoustic barriers approximately 2 meters high will be installed around construction areas, combining solid fencing with noise-absorbing curtains.

› Equipment that meets the sound level standards specified in Subchapter 5 of the NYC Noise Code would be utilized from the start of construction of the Expansion Project.

› As early in the construction period as logistics allow, diesel- or gas-powered equipment would be replaced, to the extent feasible and practicable, with electrical-powered equipment such as welders and water pumps (i.e., early electrification). Where electrical equipment cannot be used, diesel or gas-powered generators and pumps would be located within buildings to the extent feasible and practicable.

› Where feasible and practicable, construction sites would be configured to minimize backup alarm noise. In addition, trucks would not be allowed to idle more than 3 minutes at the construction site, per Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code.

› Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

› Additional measures specified within **Chapter 16, Construction** will be implemented where practicable.

Air Quality

› Emission control measures would be implemented—including, but not limited to, the suppression of fugitive dust through watering at the construction site, use of on-site equipment meeting U.S. EPA's Tier 3 with diesel particulate filters or tier 4 standards, and truck idling restrictions.

Mitigation

› Modifying the signal timing at specific intersections are recommended to mitigate traffic impacts.

[7] Sound Transmission Class (STC) is a rating that measures how well a material or structure, such as a wall or partition, reduces airborne sound transmission. A higher STC rating indicates better sound insulation, meaning less sound passes through a sound wall.

[8] Noise Reduction Coefficient (NRC) is a rating that measures how much sound a material absorbs rather than reflecting it back into a space. It is expressed as a value between 0 and 1, where 0 means no absorption (total reflection) and 1 means complete absorption (no reflection). The NRC is determined by averaging a material's absorption coefficients at four key mid-range frequencies (250, 500, 1000, and 2000 Hz). Higher NRC values indicate better sound absorption.

- Proposing a new traffic signal at the intersection of North Conduit Avenue and the Belt Parkway Westbound Off-Ramp is proposed to accommodate increased traffic volumes. The installation will be consistent with the MUTCD and NYS DOT standards.
- Implementing right turns on red along the Nassau Expressway Eastbound Off-Ramp approach to Lefferts Boulevard to improve traffic flow and reduce congestion.
- Engaging with the NYC DOT, the NYS DOT, and the Port Authority of New York and New Jersey (PANYNJ) for approvals and implementation of the proposed mitigation measures is necessary to ensure compliance and appropriate integration with the existing transportation infrastructure.

Alternatives

- There are no project commitments specific to either the No-Action or No Unmitigated Significant Adverse Impacts Alternatives in **Chapter 18, Alternatives**.

Unavoidable Significant Adverse Impacts

- There are no project commitments specific to **Chapter 19, Unavoidable Significant Adverse Impacts**.

Growth-Inducing Aspects of the Expansion Project

- There are no project commitments specific to **Chapter 20, Growth-Inducing Aspects of the Expansion Project**.

Irreversible and Irretrievable Commitments of Resources

- There are no project commitments specific to **Chapter 21, Irreversible and Irretrievable Commitments of Resources**.

Cumulative Impacts

- There are no project commitments specific to **Chapter 22, Cumulative Impacts**.

J. Contact Office

Requests for copies of the Final EIS should be forwarded to the contact office at info@franchiseoversightboard.ny.gov or 518-388-3400, attention Steven Lowenstein. The FEIS is also available at FOB's web site at: https://franchiseoversightboard.ny.gov/aqueduct-racetrack and at RWNYC's website at: www.rwnewyork.com.