

EXHIBIT D

**Environmental Assessment Form and Negative Declaration
March 10, 2004**

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project:

Part 1

Part 2

Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which **will not** have a significant impact on the environment, therefore **a negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared.**

*A Conditioned Negative Declaration is only valid for Unlisted Actions

Video Lottery Terminals (VLT's) at Aqueduct Racetrack

Name of Action

New York State Division of Lottery

Name of Lead Agency

Gerald S. Woitkowski

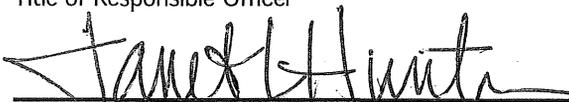
Print or Type Name of Responsible Officer in Lead Agency

Administrative Officer

Title of Responsible Officer



Signature of Responsible Officer in Lead Agency



Signature of Preparer (If different from responsible officer)



Date

PART 1--PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action Video Lottery Terminals (VLT's) at Aqueduct Racetrack

Location of Action (include Street Address, Municipality and County)

110-00 Rockaway Boulevard, Ozone Park
Queens, New York 11417-0090 Queens County

Name of Applicant/Sponsor NYS Office of General Services, Design and Construction

Address 34th Corning Tower Empire State Plaza

City / PO Albany State New York Zip Code 12242

Business Telephone (518) 486-1530 FAX (518) 474-6814

Name of Owner (if different) New York Racing Association, Inc. (NYRA)

Address 110-00 Rockaway Boulevard

City / PO Ozone Park (Queens) State New York Zip Code 11417

Business Telephone (718) 641-4700

Description of Action:

Recent Legislation has authorized the Division of Lottery to approve, license and provide for the installation of Video Lottery Terminals (VLT's) for Video Lottery Gaming at Aqueduct Racetrack. Aqueduct Racetrack is an existing Thoroughbred racetrack built in 1959 located in the South Ozone Park neighborhood of Queens, NY. The site is approximately 206 acres and includes a 1-1/8th mile racetrack, Grandstand, Clubhouse and stables.

The installation of 4525 Video Lottery Terminals will require the renovation of portions of the Grandstand Building, and a 25,187 sf expansion. The 8500 car parking configuration will be redesigned and resurfaced/restriped with no change in the number of parking spaces. This new configuration will allow approximately 6 acres of asphalt concrete pavement to be removed and replaced with lawn and plantings. A new entrance is proposed on the west side of the building for vehicle drop-off and direct access to the VLT area. The existing 1,217,543 sf facility will undergo a 217,945 sf renovation (14,125 sf on the ground level, 2,695 sf on the first level, 149,250 sf on the second level and 38,390 sf on the third level). The 25,187 sf expansion will include the lobby, porte cochere, paddock area and a new service building.

The new entrance lobby will have escalators and elevators that will take patrons up to the 2nd floor gaming area. The existing food and beverage concessions will be relocated and upgraded into four new bars and lounges. The food concession will be consolidated into a new food court. All life safety systems and HVAC systems will be upgraded in the grandstand. The VLT executive offices, back of house, State Police, NY State Lottery Commission and VLT systems will be located on the north end of the 3rd floor grandstand.

Energy demands are expected to increase in electrical loads from the VLT's, and air conditioning. Potable water usage is also expected to increase.

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other The project area is an equestrian center with horse racing facilities associated with gaming, restaurants, parking and support services.

2. Total acreage of project area: 63 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	<u>54</u> acres	<u>48</u> acres
Other (Indicate type) <u>lawn and landscape plantings</u>	<u>9</u> acres	<u>15</u> acres

3. What is predominant soil type(s) on project site?

- a. Soil drainage: Well drained _____% of site Moderately well drained 100% of site.
 Poorly drained _____% of site

- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? NA acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? Yes No

- a. What is depth to bedrock 100+/- (in feet)

5. Approximate percentage of proposed project site with slopes:

- 0-10% 100% 10- 15% _____% 15% or greater _____%

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? 16+/- (in feet)

9. Is site located over a primary, principal, or sole source aquifer? Yes No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No

According to:

U.S. Fish and Wildlife Service

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes No

If yes, explain:

14. Does the present site include scenic views known to be important to the community? Yes No

15. Streams within or contiguous to project area:

none

a. Name of Stream and name of River to which it is tributary

NA

16. Lakes, ponds, wetland areas within or contiguous to project area:

small ponds encircled by racetrack

b. Size (in acres):

2.5+/-

17. Is the site served by existing public utilities? Yes No
- a. If YES, does sufficient capacity exist to allow connection? Yes No
- b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by Aqueduct Racetrack: 206+/- acres.
- b. Project acreage to be developed: 63 acres initially; 63 acres ultimately.
- c. Project acreage to remain undeveloped: 0 acres.
- d. Length of project, in miles: NA (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. 2 %
- f. Number of off-street parking spaces existing 8500; proposed 0
- g. Maximum vehicular trips generated per hour: 1900+/- (upon completion of project)?
- h. If residential: Number and type of housing units: NA
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure: 70'-0" height; 105'-0" width; 200'-0" length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 100 ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 0 tons/cubic yards.
3. Will disturbed areas be reclaimed Yes No N/A
- a. If yes, for what intended purpose is the site being reclaimed?
-
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 1.7 acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

Yes No

6. If single phase project: Anticipated period of construction: 12 months, (including demolition)

7. If multi-phased: NA

a. Total number of phases anticipated _____ (number)

b. Anticipated date of commencement phase 1: _____ month _____ year, (including demolition)

c. Approximate completion date of final phase: _____ month _____ year.

d. Is phase 1 functionally dependent on subsequent phases? Yes No

8. Will blasting occur during construction? Yes No

9. Number of jobs generated: during construction 500; after project is complete 850

10. Number of jobs eliminated by this project 0.

11. Will project require relocation of any projects or facilities? Yes No

If yes, explain:

12. Is surface liquid waste disposal involved? Yes No

a. If yes, indicate type of waste (sewage, industrial, etc) and amount _____

b. Name of water body into which effluent will be discharged _____

13. Is subsurface liquid waste disposal involved? Yes No Type _____

14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain? Yes No

16. Will the project generate solid waste? Yes No

a. If yes, what is the amount per month? 342 tons

b. If yes, will an existing solid waste facility be used? Yes No

c. If yes, give name Basin Haulage; location PO Box 790058, Middle Village, NY 11379

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

e. If yes, explain:

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? _____ tons/month.

b. If yes, what is the anticipated site life? _____ years.

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s)

The new gaming occupancy will require an increase in electrical capacity to serve 4,525 VLT's, lighting, and new rooftop air cooled AC units. The existing Con Ed service is not sufficient to accommodate the new loads. A new 7.5MVA Con Ed electric service is proposed to serve the existing NYRA racing loads and the new VLT loads.

22. If water supply is from wells, indicate pumping capacity NA gallons/minute.

23. Total anticipated water usage per day 65,000 gallons/day.

24. Does project involve Local, State or Federal funding? Yes No

If yes, explain:

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, Town, Village Planning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, Town Zoning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
City, County Health Department	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
Other Local Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
Other Regional Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____
State Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>NYS Division of Lottery</u>	<u>2/5/2004</u>
			<u>NYS Racing and Wagering</u>	<u>2/5/2004</u>
			<u>Board</u>	_____
			_____	_____
Federal Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	_____	_____
			_____	_____
			_____	_____

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

- | | | | |
|---|---|--|--------------------------------------|
| <input type="checkbox"/> Zoning amendment | <input type="checkbox"/> Zoning variance | <input type="checkbox"/> New/revision of master plan | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Site plan | <input type="checkbox"/> Special use permit | <input type="checkbox"/> Resource management plan | <input type="checkbox"/> Other |

2. What is the zoning classification(s) of the site?

C 8-1

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

Present zoning permits the following facilities: community, retail, commercial and general services. The minimum gross floor area permitted would be one (1) times the site area equaling 8,973,360 sf.

4. What is the proposed zoning of the site?

NA

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

NA

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

Residential
Commercial
Manufacturing

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No

9. If the proposed action is the subdivision of land, how many lots are proposed? NA

a. What is the minimum lot size proposed? _____

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes No

a. If yes, is existing capacity sufficient to handle projected demand?

Yes No

NYS Lottery plans to station New York State Police on site to monitor this facility.

12. Will the proposed action result in the generation of traffic significantly above present levels?

Yes No

a. If yes, is the existing road network adequate to handle the additional traffic.

Yes No

The existing traffic control system will be upgraded as part of this project. See attached traffic study.

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

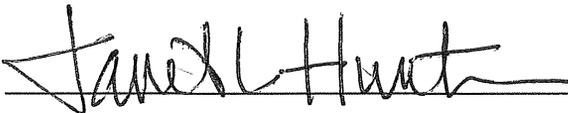
I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Janet L. Hunter, L.A.

Date

3/10/2004

Signature



Title Senior Landscape Architect

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Construction or expansion of a sanitary landfill.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

• Specific land forms:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO YES

Examples that would apply to column 2

• Developable area of site contains a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Dredging more than 100 cubic yards of material from channel of a protected stream.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Extension of utility distribution facilities through a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated freshwater or tidal wetland.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

• A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction of a body of water that exceeds 10 acres of surface area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action would change flood water flows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may cause substantial erosion. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action is incompatible with existing drainage patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow development in a designated floodway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|-------------------------------------|--------------------------|---|-----------------------------|
| • Proposed Action will induce 1,000 or more vehicle trips in any given hour. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in the incineration of more than 1 ton of refuse per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the amount of land committed to industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the density of industrial development within existing industrial areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO YES

Examples that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?

NO YES

Examples that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

NO YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Proposed action will affect the night sky.

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?

NO YES

Examples that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?
 NO YES

Examples that would apply to column 2

- | | | | |
|---|--------------------------|--------------------------|--|
| • The permanent foreclosure of a future recreational opportunity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • A major reduction of an open space important to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?
 NO YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

- | | | | |
|---|--------------------------|--------------------------|--|
| • Proposed Action to locate within the CEA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quantity of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quality of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Proposed Action will impact the use, function or enjoyment of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|-------------------------------------|--------------------------|---|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

Proposed action will affect traffic load on the highways.

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|-------------------------------------|--------------------------|---|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- ! The probability of the impact occurring
- ! The duration of the impact
- ! Its irreversibility, including permanently lost resources of value
- ! Whether the impact can or will be controlled
- ! The regional consequence of the impact
- ! Its potential divergence from local needs and goals
- ! Whether known objections to the project relate to this impact.

See attached ... Part 3: Evaluation of the importance of impacts.

Video Lottery Terminals at Aqueduct Racetrack

Part 3: Evaluation of the Importance of Impacts

IMPACT ON WATER

5) Will Proposed Action affect surface or groundwater quality or quantity?

* *Proposed action will adversely affect groundwater.*

There should be no large impact to groundwater quality caused by this project. Aqueduct Racetrack is located in Queens County, and is above the Brooklyn-Queens Aquifer System. Due solely to the fact that “*the project site is located over a primary, principle, or sole source aquifer*” we are required to state that the project has the potential for an adverse impact on the quality of groundwater. Although Aqueduct Racetrack is 206+/- acres in size, the project action involves 63 acres of which 54 acres is currently paved. Nine acres of the project site are presently pervious (i.e. lawn, gravel, etc.).

When comparing the project activity to the existing site conditions and the surrounding community, the proposed changes will *increase* water resource protection by implementing water quality improvements to the site runoff conditions. The impervious area is reduced by 9% while the pervious area (i.e. lawn and landscaped areas) will be increased 60% by the project change. This change, along with a combined stormwater and sanitary wastewater collection system will provide an effective mitigation measure in water quality and for groundwater recharge. In addition, a Sediment and Erosion Control Plan will be followed during construction to prevent any damage to the Aquifer from construction activities. Therefore, this project will not have an adverse effect on groundwater quality.

* *Proposed action would use water in excess of 20,000 gallons per day.*

The project activity requires the installation of 4,525 Video Lottery gaming units for the patron usage at the Aqueduct Racetrack. Based on water usage charts and a fluctuating population, the on-site demand is determined from peak demands and a 50% flat load through a 12-hour period. The demand of 65,000 gallons per day for water usage cannot be mitigated through project change. New, code required energy saving plumbing fixtures will be provided in all water closets, urinals, sinks, food court, buffet and wet bar area. In addition, this water usage is based on the population of the lottery terminal area and does not factor in the simulcast and other unrelated uses within the facility.

IMPACT ON AIR

- 7) Will the Proposed Action affect air quality?

** Proposed Action will induce 1,000 or more vehicle trips in any given hour.*

There should be no large impact to air quality caused by this project. Aqueduct Racetrack currently provides parking for over 8500 vehicles, but its present operating conditions do not utilize the entire area. Enough additional vehicles will be accessing the site once this project is complete that *at peak* there will at times be over 1,000 vehicle trips per hour. This number only reflects the projected increased traffic generated by the VLT's. It does not include ongoing traffic flow related to the operation of the racetrack nor does it include the local traffic surrounding this property.

These new vehicle trips will be spread over 4 different entrances to the site and represent both ingress and egress. The two primary entrances are Rockaway Boulevard north of the track and North Conduit Avenue south of the track. Racetrack Road and Pitken Avenue are secondary entrances used by employees and local traffic. Trips are distributed over these 4 entrances/exits as follows: 40% Rockaway Boulevard, 25% North Conduit Avenue, 20% Racetrack Road and 15% Pitkin Avenue. The distance between these entrances (Rockaway Boulevard and North Conduit Avenue are over 350 feet apart) reduces some of the impact on air quality from a concentration of over 1000 automobiles in one area.

The potential impact to air quality is also being lessened through the planting of street trees. Trees and other vegetation reduce air pollution through absorption of gasses and the interception of particulates. They also control and regulate humidity and temperature. These plantings should greatly reduce any impacts to air quality contributed by vehicular traffic to and from the site.

IMPACT ON AESTHETIC RESOURCES

- 11) Will Proposed Action affect aesthetic resources?

** Proposed Action will affect the night sky.*

Current racing activities at Aqueduct Racetrack occur only during daylight hours and have not required lighting in the parking lots for many years. Security lighting on the Grandstand Building is the only light source currently in use within the project area. The existing lot lighting will be removed as it is out of date and not in compliance with current codes and dark sky standards. New lighting will be installed in parking lots A and B, parallel to the entrance drives and along the walkways. This action will also provide new exterior lighting at the new building entrance and porte-cochere.

The new lighting for parking lots A and B will consist of 93 light fixtures on 30-foot high poles. The 80 lights lining the entrance roads and parking lots will be on 20-foot poles. All of this lighting will conform to dark sky requirements. The proposed fixtures for the site lighting of the parking lots will be installed with shielding to prevent spillover of light into adjacent properties. The lighting design will fully comply with Illuminating Engineering Society (IES) standards and include the following considerations: high cutoff and low glare, narrow beam dispersion, strategic aiming and placement, and coefficient of Beam Utilization (CBU) of less than 1. The preceding

criteria and the fixture shielding will provide the majority of foot-candles to be dispersed within the area to be lighted and away from neighboring areas.

Existing vegetative screening of both coniferous and deciduous materials around the parking lots and along the entrance roads will aid in shielding the neighborhood from light trespass. As the traditional deciduous street trees planted throughout the property mostly offer seasonal screening, coniferous plantings (white pine, norway spruce and douglas fir) will be added where there are none along the north side of Parking Lot A to further screen the adjoining residential neighborhood.

The additional lighting that is required for security due to night use at this facility is an unavoidable necessity. It is understood that this proposed lighting will increase the ambient light over the newly configured parking lots and building entrance. Although there will always be some amount of ambient light produced by this project, the intensity of impact will be mitigated through the above listed lighting design considerations and the addition of vegetative screening.

IMPACT ON TRANSPORTATION

- 15) Will there be an effect to existing transportation systems?

** Proposed Action will affect traffic load on the highways.*

Aqueduct Racetrack is an existing Thoroughbred racetrack built in 1959. It is located in the South Ozone Park neighborhood of Queens, NY. Aqueduct is located on the south side of Rockaway Boulevard bound by 114th Street to the east, North Conduit and Belt Parkway (aka Southern State Parkway) to the south and the NYC Transit's "A" Train.

There are four locations that are used to enter the Aqueduct Racetrack complex. The two main entrances are at the intersection of Rockaway Boulevard and 108th Street to the north and on North Conduit Avenue to the south. Two secondary entrances are located at Pitkin Avenue to the west and Race Track Road, which extends southward over the Belt Parkway to Lefferts Boulevard. During racing days the Pitkin Avenue location is only used as an entrance and is closed after 3PM.

A 2003 Traffic Study prepared for the New York Racing Association analyzes existing (2003) traffic conditions and compares them with conditions in the future (2005) with and without the 4.525 VLT's, the maximum build-out condition. This study summarizes that ... *"new traffic generated by the introduction of VLT's at Aqueduct would result in significant traffic impacts in one or more peak hours at all four signalized intersections analyzed for this study. The unsignalized intersection of North Conduit Avenue and the Aqueduct entrance would not be impacted by project traffic in any peak hour."* ... *"while the new subway demand will be measurable, it is not expected to result in any significant impacts to the stations serving Aqueduct or to line haul operations given its bi-directional nature and the fact that it typically peaks on weekends."* ... *"Given the distribution of bus trips among several routes as well as charter buses, no significant impacts to bus operations are anticipated due to the proposed project."* The study is attached to fully illustrate the process used to come to the above conclusions and determine improvement measures necessary to address any impacts. Improvement/mitigation measures are listed below and will be implemented prior to the opening of VLT operations to ensure that there is not a significant environmental impact caused by increased vehicular traffic.

A new entrance to the VLT floor will be created on the west side of the building to handle both pedestrian and vehicle drop-offs for valet parking. The Rockaway Boulevard entrance will be modified to remove the entrance booths and establish a standard intersection at this entrance/exit. In addition, four intersections will be improved as part of the proposed project through coordination with NYCDOT. These improvements are detailed as follows:

Rockaway Boulevard at Aqueduct Driveway/108th Street. At this location it is proposed to modify the intersection's signal plan to provide a new 24-second lagging westbound phase to facilitate the westbound left-turn movement into the site. In addition, it is proposed to reconfigure the racetrack entrance driveway at this intersection to provide three northbound (exiting) lanes. New left turn signal heads would be added for this westbound phase.

Rockaway Boulevard at 111th Street. At this intersection it is proposed to convert the existing 15-second westbound signal phase to a new exclusive phase for eastbound and westbound left-turns and northbound right-turns. New signal heads would be added for eastbound left-turn traffic and northbound right traffic at this intersection.

Rockaway Boulevard at Linden Boulevard. It is proposed to modify the intersection's signalization to add an eastbound and westbound exclusive left-turn phase along with a concurrent southbound right-turn phase. Fifteen seconds of signal time would be transferred to this new phase from the existing eastbound/westbound phase. Exclusive lanes already exist for both movements and no changes to the intersection's lane markings would be necessary. New left turn and right turn signal heads would be added to this intersection.

Cross Bay Boulevard at Pitkin Avenue. It is proposed to implement a no standing anytime regulation along the north curb of the westbound approach for 100 feet approaching the intersection, and to restripe the approach to include an exclusive right-turn-only lane approaching Cross Bay Boulevard. It is also proposed to transfer two seconds of green time to the eastbound/westbound phase and one second of green time to the northbound/southbound left-turn phase from the northbound/southbound through phase in each peak period.

IMPACT ON ENERGY

- 16) Will the Proposed Action affect the Communities' sources of fuel or energy supply?

** Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.*

The anticipated usage is based on peak demands during year-round use. The present facility is not operational year-round and the daily use population load is well below the proposed project activity. Since population figures are based on an activity where people will gather in a multi use gaming facility on a year-round basis, potential small to moderate impacts exist in relationship to the use of electricity.

Increased electric usage is based on the project activity of 4,525 video lottery terminals, lighting and new rooftop air-cooled AC units. The current energy use at Aqueduct Racetrack is 1264 KW. The projected energy use as a result of the VLT project renovation calls for an additional 1800 KW which has been configured into the load factors for machinery, AC/Heat and ventilation upgrades.

The existing Con Ed service is not sufficient to accommodate the new loads. Con Edison has studied the projected electric loads required by Aqueduct Racetrack and to meet this demand will extend four 27 kV feeders to the customer's property line. Aqueduct Racetrack will be responsible for extending these four feeders from the property line to the equipment area and transfer the existing loads at the racetrack from the 4 kV feeder to the new 27 kV feeder configuration.

Supply and demand will be mitigated by energy saving devices while maximizing thermal insulative protection.

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19) Will the Proposed Action affect the character of the existing community?

** Development will create a demand for additional community services (e.g. schools, police and fire, etc.).*

Police

Reviewing other gaming scenarios there is relatively low level of criminal activity with Video Lottery Gaming. Most of the crimes committed are minor, with few exceptions. In terms of additional demand for police services there is an expected increase of arrests, however, the New York State Police Department will retain an office within the renovated project area and have access to a new security and surveillance room to augment patron protection and crime prevention. Therefore, although the project activity is expected to create a low volume of crime (most of which should be minor), the on-site surveillance and New York State Police presence will mitigate the small adverse impact.

Fire Protection

The local authority of jurisdiction for fire response at the existing Aqueduct Grandstand Building is the New York City Fire Department. This action includes 217,945 square foot of renovations, new escalators and a 25,187 square foot expansion of the existing structure. These areas will be fully sprinkled, and a Class I fire standpipe system will be provided. A fire alarm system will also be integrated into the existing system. These systems will be in full compliance with National Fire Protection Association (NFPA) Codes and Standards and the New York City Building Code. The fire protection systems in the affected areas, combined with upgraded code compliant construction, will properly protect the building and occupants from fire hazards and should not be an impact to the existing community fire protection services.

** Proposed Action will create or eliminate employment.*

This project will create approximately 850 new jobs once operations begin. This is a unique use and will not be in competition with any other local businesses. Therefore, the new jobs will be a positive impact on the community by providing additional employment opportunities.

State Environmental Quality Review
NEGATIVE DECLARATION
 Notice of Determination of Non-Significance

Project Number S9965

Date: March 10, 2004

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The NYS Division of Lottery as lead agency, has determined that the proposed action described below will not have a significant environmental impact and a Draft Impact Statement will not be prepared.

Name of Action:

Video Lottery Terminals (VLT's) at Aqueduct Racetrack
 Aqueduct Racetrack
 110-00 Rockaway Boulevard, Ozone Park
 Queens, New York 11417-0090

SEQR Status: Type 1
 Unlisted

Conditioned Negative Declaration: Yes
 No

Description of Action:

Recent Legislation has authorized the Division of Lottery to provide Video Lottery Terminals (VLT's) for Video Lottery Gaming at Aqueduct Racetrack. The installation of 4525 Video Lottery Terminals will require the renovation of portions of the Grandstand Building, and a 25,187 sf expansion. The 8500 car parking configuration will be redesigned and resurfaced/restriped with no change in the number of parking spaces. A new entrance is proposed on the west side of the building for vehicle drop-off and direct access to the VLT area. The existing 1,217,543 sf facility will undergo a 217,945 sf renovation (14,125 sf on the ground level, 2,695 sf on the first level, 149,250 sf on the second level and 38,390 sf on the third level). The 25,187 sf expansion will include the lobby, porte cochere, paddock area and a new service building.

Energy demands are expected to increase in electrical loads from the VLT's, air conditioning and lot lighting. Potable water usage at the facility will increase.

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

110-00 Rockaway Boulevard

Queens County

Reasons Supporting This Determination:

(See 617.7(a)-(c) for requirements of this determination ; see 617.7(d) for Conditioned Negative Declaration)

see attachment

If Conditioned Negative Declaration, provide on attachment the specific mitigation measures imposed, and identify comment period (not less than 30 days from date of publication in the ENB)

For Further Information:

Contact Person: see attachment

Address:

Telephone Number:

For Type 1 Actions and Conditioned Negative Declarations, a Copy of this Notice is sent to:

Chief Executive Officer: Queens Borough President, Ms. Helen Marshall, 120-55 Queens Blvd., Kew Gardens, NY
11424

Other involved agencies (If any)

NYS Racing and Wagering Board

Applicant (If any)

Environmental Notice Bulletin, 625 Broadway Albany NY 12233-1750 (Type One Actions only)

Video Lottery Terminals at Aqueduct Racetrack

Reasons Supporting this Action:

The intent of this project is to renovate and expand portions of the existing 1,217,543 sf Grandstand Building at Aqueduct Racetrack. This renovation is for the purpose of the installation of 4525 Video Lottery Game Terminals. Although this is a new use for this structure, the facility overall will remain as a gaming function at an equestrian center. This structure will be expanded by 25,187 sf include a new lobby, porte cochere, subway bridge circulation core, paddock area and service building. The existing facility will undergo a 217,945 sf renovation (14,125 sf on the ground level, 2,695 sf on the first level, 149,250 sf on the second level and 38,390 sf on the third level). The changes to the interior of the existing building make provisions for new entrances and vestibules, dining and food preparation areas, wet bar and stage, multiple food courts and buffet, kiosk and display boards, along with the video gaming units and their supportive services. In addition to these modifications, site work will include repaving and restriping existing parking lots. Greenspace and plantings shall be added.

The project activity creates minimal disturbance to the site. Renovation is confined to the interiors with minor building expansion. The removal of sections of the existing asphalt parking lot to create additional greenspace will be beneficial for both the environment and this project. There are no unique or unusual land forms on the project site nor will the action affect protected water bodies (Articles 15, 24, and 25 of ECL) or non-protected existing or new bodies of water.

The project activity will not require a stormwater discharge permit under the State Pollutant Discharge Elimination System (SPDES) identified in GP-02-01. However, this action does require the use of potable water in excess of 20,000 gallons, but the present infrastructure and community supply is adequate to support the demand.

This action will not generate a large impact to air quality. Traffic flow to the large existing parking lots will be diverted to over 4 different site entrances thereby reducing any concentrations of exhaust. In addition, the planting of trees throughout the site should aid in reducing any impacts to air quality by absorbing some of the exhaust contributed by vehicular traffic.

The project site does not contain threatened or endangered plants and animals, nor is it adjacent to a Critical Environmental Area. The project activity does not remove mature forests nor will it affect any migratory animal population. In addition, the project area is not part of an agricultural district and thus will not affect any agricultural management systems.

The action does not impede, create a sharp contrast, eliminate or screen scenic views or aesthetic resources. Any effect the proposed action may have on the night sky has been minimized through dark sky compliant lighting design and the addition of vegetative screening.

The project activity creates traffic flow at levels that vary according to events, promotions and weather. Incorporating Video Lottery Gaming into the continuing activities at the Aqueduct Racetrack will increase the traffic load on surrounding highways by 1000± vehicle trips per hour. The impacts of this increased load will be noticeable when the racing and simulcast open and close operations for the day. Local traffic being released during finished employment routines will also affect and contribute to

vehicle loading. Improvement and mitigation measures described in Part 3 will be implemented prior to the opening of VLT operations. These changes provide the necessary mitigation measures required to alleviate any possible present and future traffic loading and vehicle congestion.

Con Edison is responsible for the supply of power to this facility. The demand from this project activity will arise from a continuous supply for electric to cool patron use areas and powering 4.525 Video Lottery Gaming machines. Con Edison has agreed to meet this demand and will extend four 27 kV feeders to the customers property line. Mitigation cannot occur through project change. The energy demand will be mitigated via the supplier and the respective design engineers contract specifications.

The action creates minimal noise, but only during the construction activity. The interior renovation and subsequent haulage of construction demolition debris will occur for a limited period of time and only during normal daylight hours. Odors will not be created by the project activity. Consequently, there are no impacts generated to ambient noise levels or creation of objectionable odors.

There will be no impact to public health, as the State Code Compliance Office shall issue permits for construction activity and handling of hazardous waste. In addition, permits issued for occupancy also certify that the new construction meet the New York State Building and Life Safety Codes.

Regarding character of the community and neighborhood, this equestrian center has occupied this area since the late 1950's. The racetrack has an immeasurable community and neighborhood character all of it's own. This action will not affect that environment in growth or character.

In conclusion, NYS Lottery as lead agency finds that there are no adverse impacts and thus a determination of non-significance meets the criteria pursuant to Part 617.7 pertaining to the regulations of Article 8 (SEQRA) of the Environmental Conservation Law (ECL).

LEAD AGENCY CONTACT PERSONS:

Gerald S. Woitkowski
Administrative Officer
518-388-3406

ADDRESS:

NYS Division of Lottery
One Broadway Center
P.O. Box 7500
Schenectady, NY 12301-7500

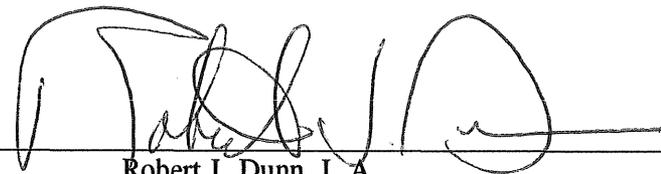
APPLICANT SPONSOR CONTACT PERSONS:

Robert J. Dunn
Associate Landscape Architect
518-486-1530

ADDRESS:

OGS Design and Construction Group
Empire State Plaza
Corning Tower 34th Floor
Environmental Permit Unit
Albany, New York 12242

BY: 
Gerald S. Woitkowski
Administrative Officer

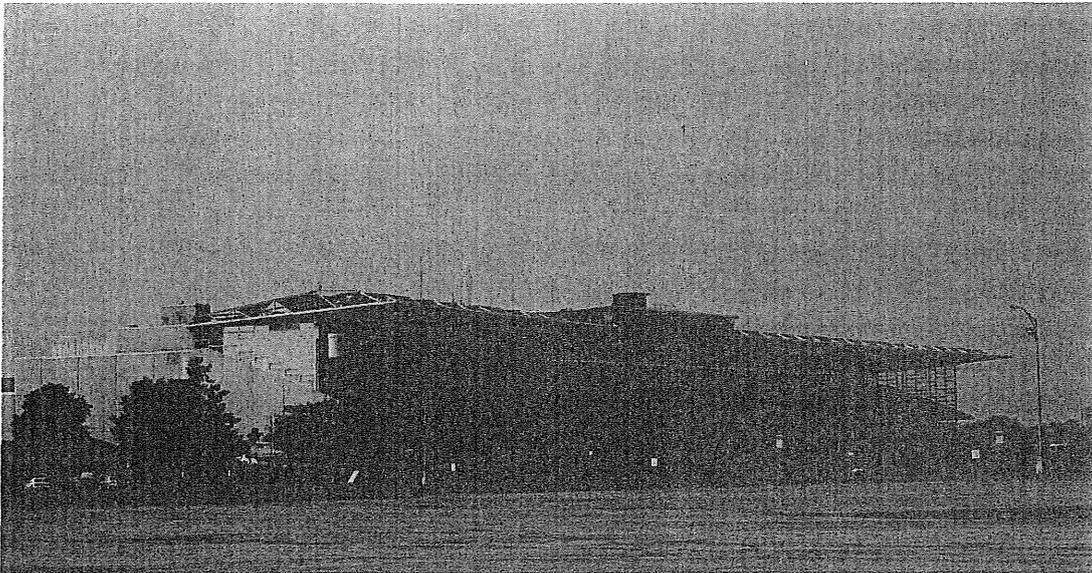
BY: 
Robert J. Dunn, L.A.
Associate Landscape Architect
Division of Design

RJD:dh

Traffic Study

for the

Aqueduct Racetrack's Proposed Video Lottery Terminals



Prepared for: New York Racing Association

Prepared by: Philip Habib & Associates

January 2004

Aqueduct Racetrack VLT Traffic Study

A. INTRODUCTION

The New York Racing Association (NYRA) is proposing to add video lottery terminals (VLTs) to existing horse racing at various race tracks in New York State. This traffic study examines the street system surrounding the Aqueduct Racetrack in Queens, NY. The Aqueduct Racetrack has proposed to install an initial 4,500 new VLTs onto a renovated second floor of the Grandstand in 2004. However, this report analyses 2005 conditions when full demand for the VLT's will likely materialize. The study includes the 2003 existing traffic and parking conditions in the area, as well as conditions in the future with and without the addition of the 4,500 VLTs, the maximum build-out condition.

The renovation of the second floor is expected to be completed in 2004. The racetrack will continue to hold thoroughbred races from late October to late May, and would remain open all year-round for the VLTs. The operating hours for the VLTs would be 10AM-2AM, 365 days of the year. The addition of the VLTs to the racetrack is estimated to more than double the number visitors in the peak months when the track is in operation. This study analyzes the new traffic demand to the racetrack. There are four locations that are used to enter the Aqueduct Racetrack complex. The two main entrances are at the intersection of Rockaway Boulevard and 108th Street to the north and on North Conduit Avenue to the south. Two secondary entrances are located at Pitkin Avenue to the west and Race Track Road, which extends southward over the Belt Parkway to Lefferts Boulevard. During racing days the Pitkin Avenue location is only used as an entrance and is closed after 3PM. Figure 1 shows the site location and the surrounding roadway system. Improvements will be made to four of the intersections in the area as part of the proposed project. Three of these intersections are located along Rockaway Boulevard at the Aqueduct Entrance/108th Street, 111th Street, and 113th Street. The other intersection is located at Cross Bay Boulevard and Pitkin Avenue.

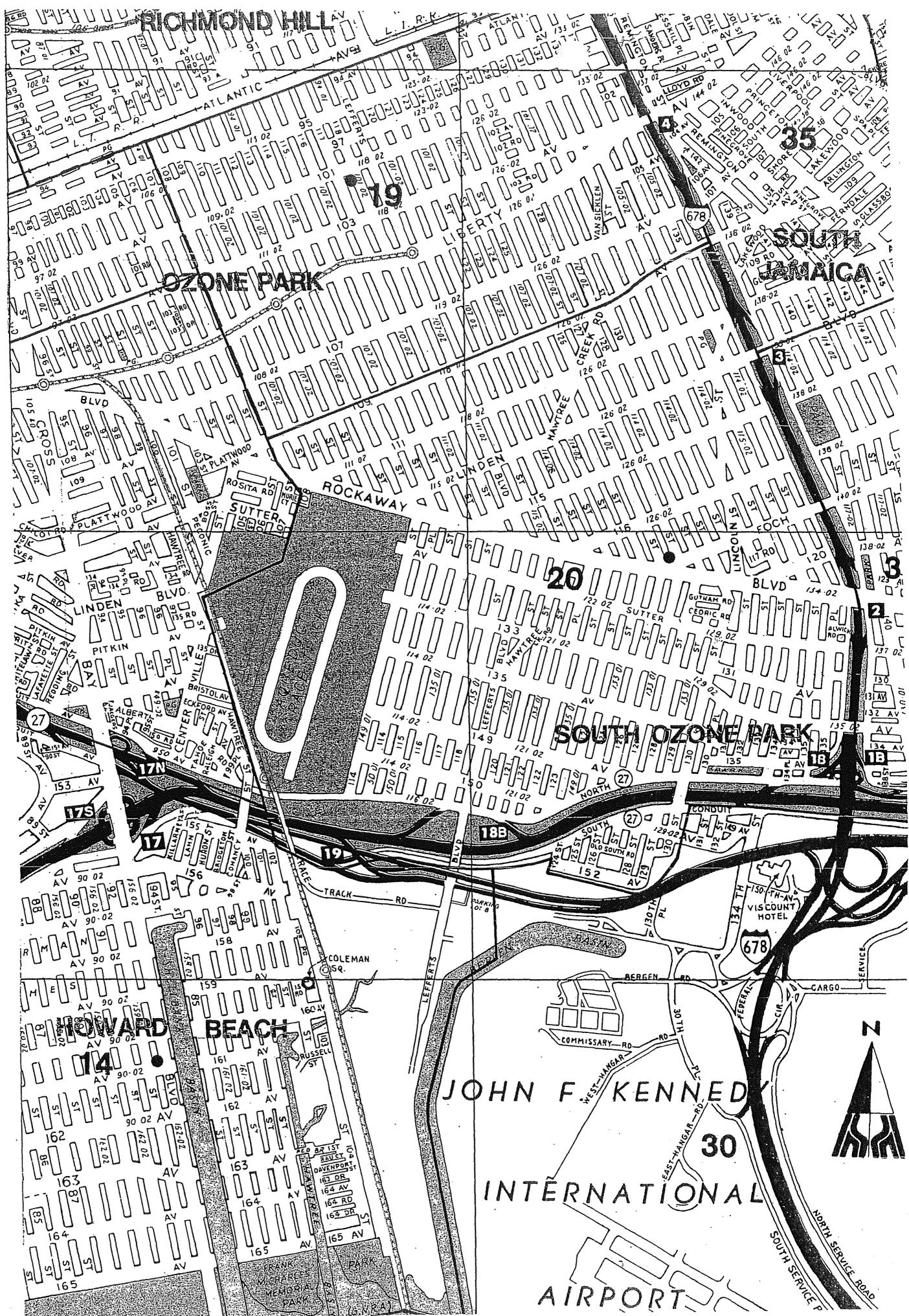
B. EXISTING CONDITIONS

Data Collection for Existing Traffic Volumes

The 2003 existing peak hour traffic volumes in the study area were determined by conducting intersection turning movement counts on Friday May 2, 2003 and Saturday May 3, 2003. Counts were conducted during the midday and PM periods when arriving and departing trips are expected to peak. The manual counts were conducted at three intersections along Rockaway Boulevard; at 108th Street, 111th Street and 113th Street. There is currently a Home Depot Located between 111th Street and 113th Street, with an entrance at both of those streets on Rockaway Blvd. Manual counts were also conducted at Pitkin Avenue and Cross Bay Boulevard and at the south entrance to Aqueduct on North Conduit Avenue, which is an unsignalized intersection. These intersections were

Project Location
Figure 1

Aqueduct Racetrack VLTs Traffic Study



selected as they are expected to be traversed by concentrations of the new traffic that would be generated by the proposed VLT's. On Saturday May 3, Aqueduct Racetrack had a higher than average number of visitors due to the simulcasting of the Kentucky Derby at Churchill Downs. Also on May 3, a flea market, which is open year-round every Tuesday, Saturday and Sunday in Parking Lot A (off Rockaway Boulevard) was not in operation due to the Kentucky Derby simulcast. Therefore, traffic generated by the flea market is not reflected in the base traffic networks. Use of these traffic networks without the demand from the flea market is reasonable as the flea market is not expected to operate during racing days once VLT operation commences.

The traffic analysis focuses on the Friday 5-6 PM and Saturday 12-1 PM midday and 5-6 PM hours as it is during these periods that racetrack traffic would overlap with the new demand generated by the VLTs. Figure 2 shows existing traffic volumes for the weekday 5-6 PM peak hour and Figure 3 shows the existing volumes in the Saturday 12-1 PM midday and 5-6 PM peak hours. Figures 2 and 3 also show the vehicles that entered and exited at Racetrack Road and the employee/trainer entrance via 114th Street. During the PM peak period counts on Friday May 2, 2003, vehicles were allowed to exit via the North Conduit Avenue gate only until 5:15 PM at which time NYRA personnel closed the gate to allow heavy traffic volumes to flow more easily on North Conduit Avenue. Therefore the proportion of vehicles exiting at Racetrack Road may be somewhat higher than is typical for a weekday PM period.

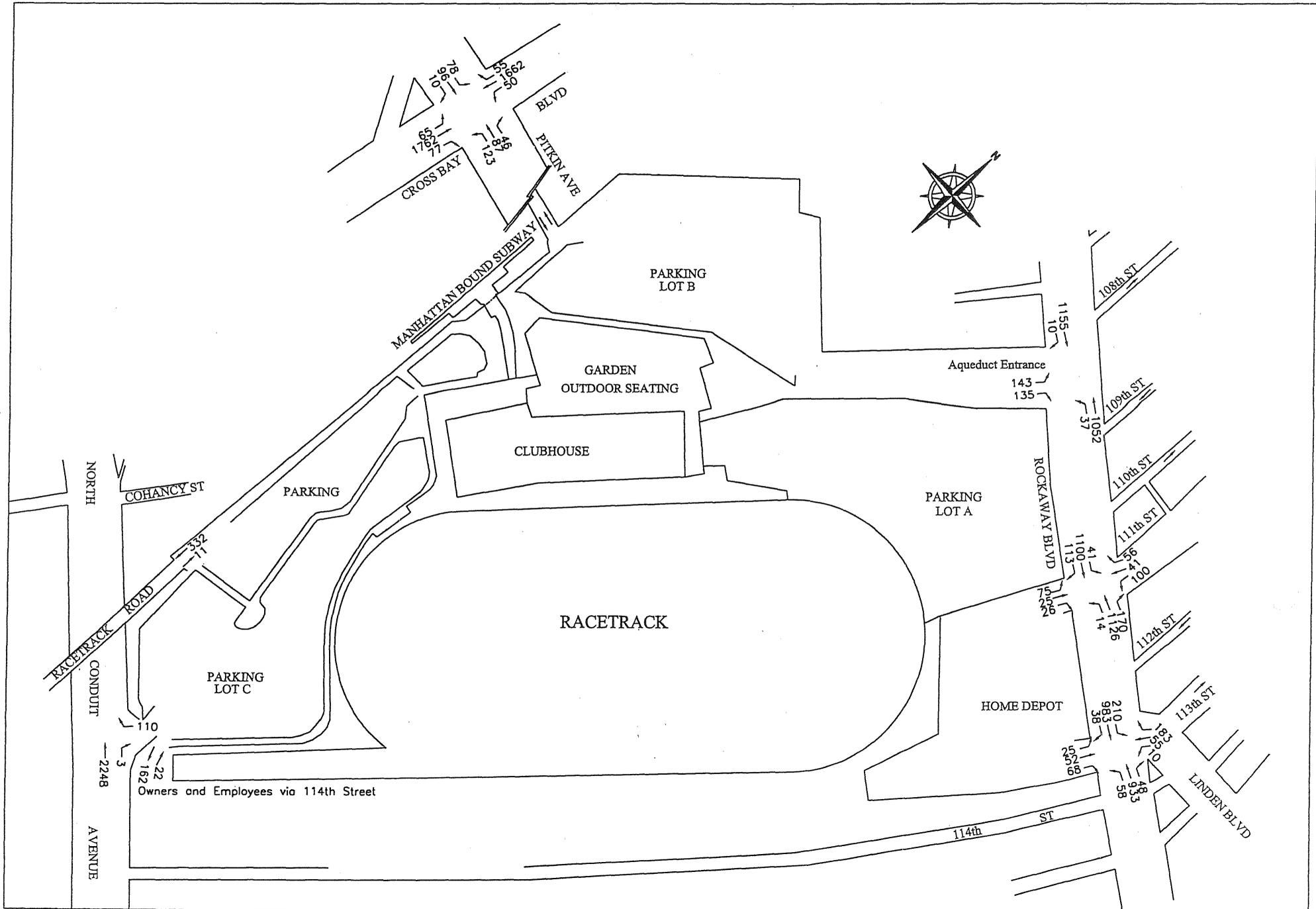
Data on physical and operational characteristics of the street network, including signal timings, were obtained from field surveys conducted during May and October 2003. As official signal timings have been requested from NYCDOT but have not yet been received, the timings from the field surveys have been utilized for the analyses in this report.

Street Network

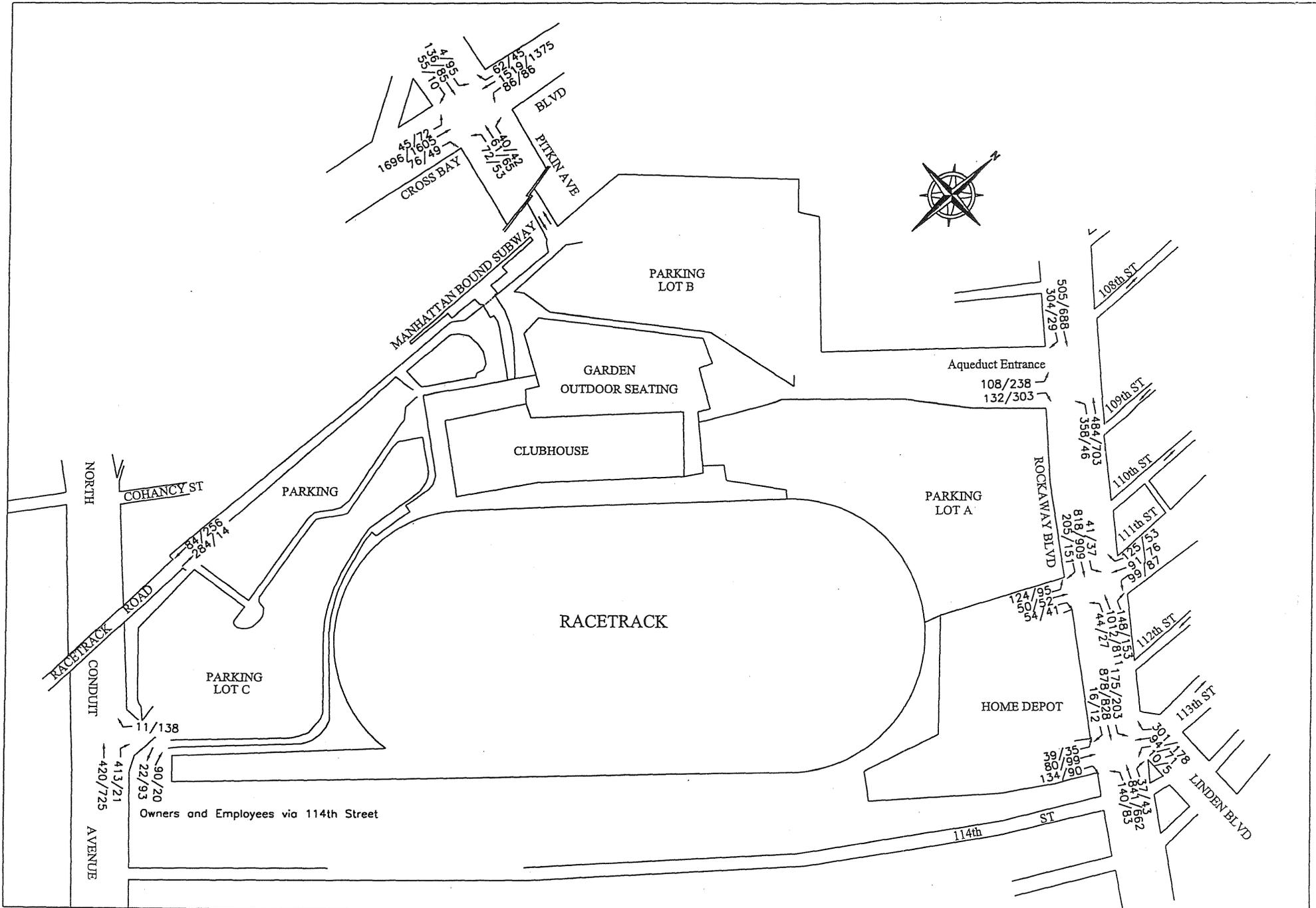
The study area for the traffic analysis concentrates on the principal access/egress corridors along Rockaway Boulevard and North Conduit Avenue. In the study area, Rockaway Boulevard extends from Woodhaven Boulevard to the Van Wyck Expressway, while North Conduit Avenue extends from Lefferts Boulevard to Cross Bay Boulevard. Both Aqueduct entrances on North Conduit Avenue and at Racetrack Road have access to the Belt (Shore) Parkway. The study area includes the local street system immediately to the north and west of the proposed project. The study area is primarily residential, with neighborhood commercial and institutional uses fronting the major roadways.

The regional highway/arterial system serving this area includes the Van Wyck Expressway to the east, the Belt Parkway to the south and Cross Bay Boulevard to the west. This latter arterial becomes Woodhaven Boulevard north of Rockaway Boulevard. The Van Wyck Expressway, a six- to eight-lane north-south freeway with interchanges to the Whitestone Expressway, the Grand Central Parkway, the Long Island Expressway and the Belt Parkway. Woodhaven Boulevard/Cross Bay Boulevard, an arterial with six-lanes plus service roads, is a north-south connector with access to Queens Boulevard, the Jackie Robinson Parkway and Atlantic Avenue. The Belt Parkway has six

2003 Existing Conditions - Weekday PM Peak Hour Volumes



2003 Existing Conditions - Weekend MD/PM Peak Hour Volumes



XX/XX = MD/PM Volumes Not To Scale

travel lanes and traverses east-west along the south shore of Brooklyn and Queens. Interchanges with Cross Bay Boulevard and Lefferts Boulevard provide access to Aqueduct.

The local street network within the study area consists of both local streets and arterials. Rockaway Boulevard, the principal two-way feeder roadway for the north side of Aqueduct, extends from Nassau County in the east to Atlantic Avenue to the west and has interchanges with both the Van Wyck Expressway and the Belt Parkway. In the study area, Rockaway Boulevard has two lanes in each direction plus dedicated left-turn lanes at each key intersections. All major intersections along Rockaway Boulevard are signalized. There is parking along both curbs, with meters located on portions of the north side of the street. Vehicles traveling east on Woodhaven Boulevard and Liberty Avenue, and vehicles traveling south on the Van-Wyck Expressway typically use the Rockaway Boulevard entrance for access into Aqueduct.

North Conduit Avenue operates one-way westbound and includes four lanes with no parking. It acts as the service road for the heavily traveled Belt Parkway. Vehicles traveling west on the Belt Parkway or north on the Van-Wyck Expressway would use the North Conduit Avenue entrance into Aqueduct.

The two secondary entrances are used mainly as local entrances. One is the Pitkin Avenue entrance, which is mainly used by vehicles traveling on Cross Bay Boulevard. The other is Race Track Road, which was originally built as an access road across the Belt Parkway to additional parking lots and to Lefferts Boulevard. Racetrack Road has access to the Belt Parkway via Lefferts Boulevard. Based on field survey data, the Rockaway Boulevard entrance is the most heavily utilized with 40 percent of racetrack demand. These trips are generally divided equally between vehicles en route to and from the east and to and from the west. Approximately 25 percent of trips use North Conduit Avenue, 20 percent use Racetrack Road and 15 percent use Pitkin Avenue.

Capacity Analysis Methodology

Capacity analyses for the selected intersections were conducted based on the 2000 Highway Capacity Manual (HCM) methodology, using Version 4.1c of the Highway Capacity Software (HCS). The traffic data required for these analyses include the volumes on each approach, signal timings, peak hour factor (PHF), percentage of heavy vehicles, basic roadway geometries including number and width of lanes on each approach, curbside parking usage and various other physical and operational characteristics. This methodology provides a volume-to-capacity (v/c) ratio, delay and level of service (LOS) for each signalized intersection approach.

The HCM methodology provides a volume-to-capacity (v/c) ratio for each signalized intersection approach, representing the ratio of traffic volumes on an approach to its traffic carrying capacity. A ratio of less than 0.85 is generally considered to be non-congested conditions in Queens; when this value increases, congestion increases. At a value of 1.0, the intersection lane group operates at or over capacity. This situation is associated with severe traffic flow congestion, with stop-and-start conditions and extensive vehicle queuing and delays.

The HCM procedure also expresses quality of flow at signalized intersections in terms of level of service, based on the amount of delay experienced by a driver at an intersection. Levels of service range from A, with a minimal delay (10 seconds or less per vehicle), to F, representing long delays (80 seconds or greater per vehicle). The following table shows the LOS/delay relationship for signalized intersections, using the HCM methodology. Levels of service A, B, and C generally represent extremely favorable to fair levels of traffic flow; at LOS D the influence of congestion will become noticeable; LOS E is considered to be the limit of acceptable delay, and LOS F is considered as unacceptable to most drivers. In this traffic study, a signalized lane group operating at LOS E or F is identified as congested.

LEVEL OF SERVICE AND DELAY RELATIONSHIPS

	Signalized	Unsignalized
Level of Service	Average Delay per Vehicle (seconds)	Average Delay per Vehicle (seconds)
A	10.0 or less	10.0 or less
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	greater than 80.0	greater than 50.0

Existing Traffic Conditions

Table 1 shows the results of capacity analyses for the five analyzed intersections within the study area, with corresponding v/c ratios, delays and levels of service for each movement in each peak hour. The table also highlights those movements with LOS E or F. Both of these levels indicate potential congestion. Presently, two signalized intersections within the study area experience congestion in at least one peak period. At the intersection of Rockaway Boulevard and the Aqueduct Driveway, the northbound right-turn from the driveway operates at LOS E in the Saturday PM peak hour. At the intersection of Rockaway Boulevard and Linden Boulevard, the eastbound left-turn operates at LOS E during weekday PM peak hour. There are no congested movements at the one unsignalized intersection at the Aqueduct entrance on North Conduit Avenue.

TABLE 1: 2003 EXISTING TRAFFIC CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	WEEKDAY PM			SATURDAY MD			SATURDAY PM		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
1) ROCKAWAY BLVD. (E-W) AQUEDUCT DRIVEWAY (southside)	EB-T	0.57	14.2	B	0.26	10.4	B	0.35	11.3	B
	EB-R	0.01	8.5	A	0.34	11.7	B	0.03	8.7	A
	WB-L	0.21	12.6	B	0.78	29.7	C	0.13	9.9	A
	WB-T	0.52	13.4	B	0.25	10.3	B	0.36	11.4	B
	NB-L	0.54	39.8	D	0.22	33.1	C	0.56	40.5	D
	NB-R	0.57	41.2	D	0.30	34.5	C	0.92	76.2	E
2) ROCKAWAY BLVD. (E-W) 111TH ST. (northside) HOME DEPOT ENTRANCE (southside)	EB-L	0.41	31.0	C	0.32	23.9	C	0.20	19.1	B
	EB-TR	0.78	28.6	C	0.67	24.8	C	0.69	25.3	C
	WB-L	0.05	25.2	C	0.13	21.8	C	0.08	21.6	C
	WB-TR	0.68	16.5	B	0.61	14.9	B	0.51	13.2	B
	NB-L	0.07	31.2	C	0.14	32.6	C	0.10	31.7	C
	NB-LTR	0.29	34.9	C	0.71	53.1	D	0.50	40.2	D
	SB-LT	0.39	37.0	D	0.62	45.7	D	0.49	40.0	D
	SB-R	0.13	32.0	C	0.30	34.7	C	0.13	31.9	C
3) ROCKAWAY BLVD. (E-W) LINDEN BOULEVARD (northside) HOME DEPOT ENTRANCE (southside)	EB-L	0.89	66.8	E	0.64	24.8	C	0.58	19.9	B
	EB-TR	0.52	13.5	B	0.46	12.5	B	0.43	12.2	B
	WB-L	0.26	12.8	B	0.52	19.3	B	0.29	12.6	B
	WB-TR	0.50	13.2	B	0.45	12.5	B	0.36	11.4	B
	NB-LTR	0.18	32.2	C	0.32	34.2	C	0.27	33.5	C
	SB-LT	0.13	31.9	C	0.21	33.1	C	0.15	32.1	C
	SB-R	0.44	37.7	D	0.72	48.4	D	0.43	37.4	D
4) PITKIN AVE. (E-W) CROSSBAY BLVD. (N-S)	EB-DefL	0.32	38.5	D	0.21	35.9	D	0.36	39.3	D
	EB-TR	0.23	35.5	D	0.31	36.9	D	0.22	35.3	D
	WB-LTR	0.70	50.7	D	0.59	46.8	D	0.41	39.2	D
	NB-L	0.21	31.4	C	0.14	24.4	C	0.21	23.6	C
	NB-TR	0.79	27.6	C	0.76	26.6	C	0.71	25.1	C
	SB-L	0.16	30.7	C	0.28	36.2	D	0.28	34.8	C
	SB-TR	0.74	25.8	C	0.68	24.3	C	0.61	22.7	C
UN SIGNALIZED INTERSECTIONS	LANE GROUP	WEEKDAY PM			SATURDAY MD			SATURDAY PM		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
6) N. CONDUIT AVE. (EB) AQUEDUCT ENT. (N-S)	SB-R	0.27	14.7	B	0.02	10.1	B	0.20	10.4	B

ABBREVIATIONS:

- EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
- L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway
- V/C Ratio - Volume to Capacity Ratio
- SEC/VEH - Seconds per Vehicle
- LOS - Level of Service
- Denotes Congested Locations (LOS E and F)

Parking

Table 2 shows the historical attendance data for the Aqueduct racetrack for the years 1970 through 2001. As shown in the table, in 1970 an average of over 30,000 patrons visited the track on a typical race day. In the 1970s, Linden Boulevard was closed between Rockaway Boulevard and 108th Street and the amount of parking was expanded to help accommodate this level of demand. However, as shown in Table 2, attendance has steadily declined in the thirty-year period following 1970. In 2001, an average of 4,763 patrons visited the track on a typical race day, approximately 16 percent of the 1970 attendance level.

There are currently three parking lots at the Aqueduct Racetrack; Lot A located next to Rockaway Boulevard, Lot B located adjacent to the Pitkin Avenue entrance, and Lot C located near North Conduit Avenue and Racetrack Road. Based on existing surveys provided by NYRA, Parking Lot A has an area of 997,000sf. Parking Lot B has an area of 877,000sf while Lot C has an area of 1,137,000sf. The total space occupied by these three lots is 3,011,000sf. JFK contractors currently utilize approximately 320,000sf of the west side of Lot B. As this area may be permanently used by the Port Authority for JFK-related purposes, the analysis conservatively excludes this area from the total lot square footage. Therefore, the analysis assumes that a total area of 2,691,000sf is available for parking. It is estimated that the total number of general parking spaces that would be possible in the three parking areas combined would be approximately 8,500. This number assumes 300 square feet per parking stall, while deducting the equivalent of approximately 470 spaces for bus storage areas and handicap spaces. According to the zoning resolution, Aqueduct Racetrack is in a C8-1 zoning district which requires one parking space for every eight persons of rated capacity. Therefore, 8,500 parking spaces is sufficient for a total capacity of 68,000 people, more than twice the peak 1970 demand.

Data on the number of vehicles entering and exiting the parking facilities at the Aqueduct Racetrack was collected at all five entrances between 10:30AM to 6:30 PM on Saturday May 3, 2003. Table 3 illustrates the estimated hourly parking accumulation from 11 AM to 4 PM on Saturday based on this data. As shown in the table, parking demand peaked between 3 PM and 4 PM when an estimated 4,053 cars were present in the three lots. This represented under 50 percent of the capacity available on-site.

Transit

There are several entrances into Aqueduct racetrack grounds for pedestrians who use transit or walk to the track. Along Rockaway Boulevard patrons can enter at either 108th Street or at 111th Street. There is also a pedestrian access gate at Pitkin Avenue and at Racetrack Road for those coming from North Conduit Avenue. There is currently no direct access to the racetrack from the east along 114th Street. That entrance is for Aqueduct employees, owners and jockeys only.

There are four local bus routes in the vicinity of the project site, the Q7, Q11, Q37 and Q41. The Q7 bus travels along Rockaway Boulevard in the study area from 150th Street to Woodhaven

TABLE 2
Aqueduct Historical Data from the Previous Thirty Years

Year	Racing Days	Total Attendance	Daily Average
1970	138	4,168,795	30,209
1971	147	4,046,129	27,525
1972	136	3,052,979	22,448
1973	162	3,517,967	21,716
1974	167	3,427,862	20,526
1975	122	2,380,679	19,514
1976	176	3,178,837	18,062
1977	176	2,642,756	15,016
1978	163	2,674,363	16,407
1979	182	2,662,276	14,628
1980	186	2,747,688	14,773
1981	171	2,465,167	14,416
1982	179	2,610,986	14,587
1983	178	2,412,762	13,555
1984	167	2,200,687	13,178
1985	165	2,028,433	12,294
1986	170	1,984,894	11,676
1987	160	1,745,961	10,912
1988	171	1,734,336	10,142
1989	168	1,684,303	10,026
1990	162	1,591,679	9,825
1991	167	1,488,373	8,912
1992	165	1,454,865	8,817
1993	160	1,304,373	8,152
1994	151	1,063,998	7,046
1995	127	902,597	7,107
1996	130	761,683	5,859
1997	146	806,880	5,527
1998	135	754,866	5,592
1999	137	755,460	5,514
2000	134	681,263	5,084
2001	134	638,303	4,763

Source: Historic data provided by New York Racing Association

Table 3
Parking Data for Aqueduct Racetrack on Saturday May 3rd 2003

Time	Total Parking Accumulation
11:00 AM	622
12:00 PM	1787
01:00 PM	3119
02:00 PM	3782
03:00 PM	4053
04:00 PM	3903

Source: PHA Survey

Boulevard. Stops include 111th Street on Rockaway Boulevard, at the Grant Avenue A train station to the west of the Racetrack, and at JFK Airport. The Q37 bus travels from South Ozone Park north to Kew Gardens. In the study area, the Q37 bus also travels along Rockaway Boulevard and stops at 111th Street. The Q11 bus travels from Rego Park in the northern part of Queens to Hamilton Beach on the south side and stops on Pitkin Avenue at Cross Bay Boulevard. The Q41 bus stops at the intersection of 111th Street and 111th Avenue, a block away from the entrance to Aqueduct. Free courtesy buses are provided by NYRA for patrons entering at various locations that are far from the main entrance to the Grandstand. The courtesy buses stop inside Parking Lot A at 111th Street and Rockaway Boulevard, and also pick up pedestrians at the Racetrack Road entrance on the south side of the facility.

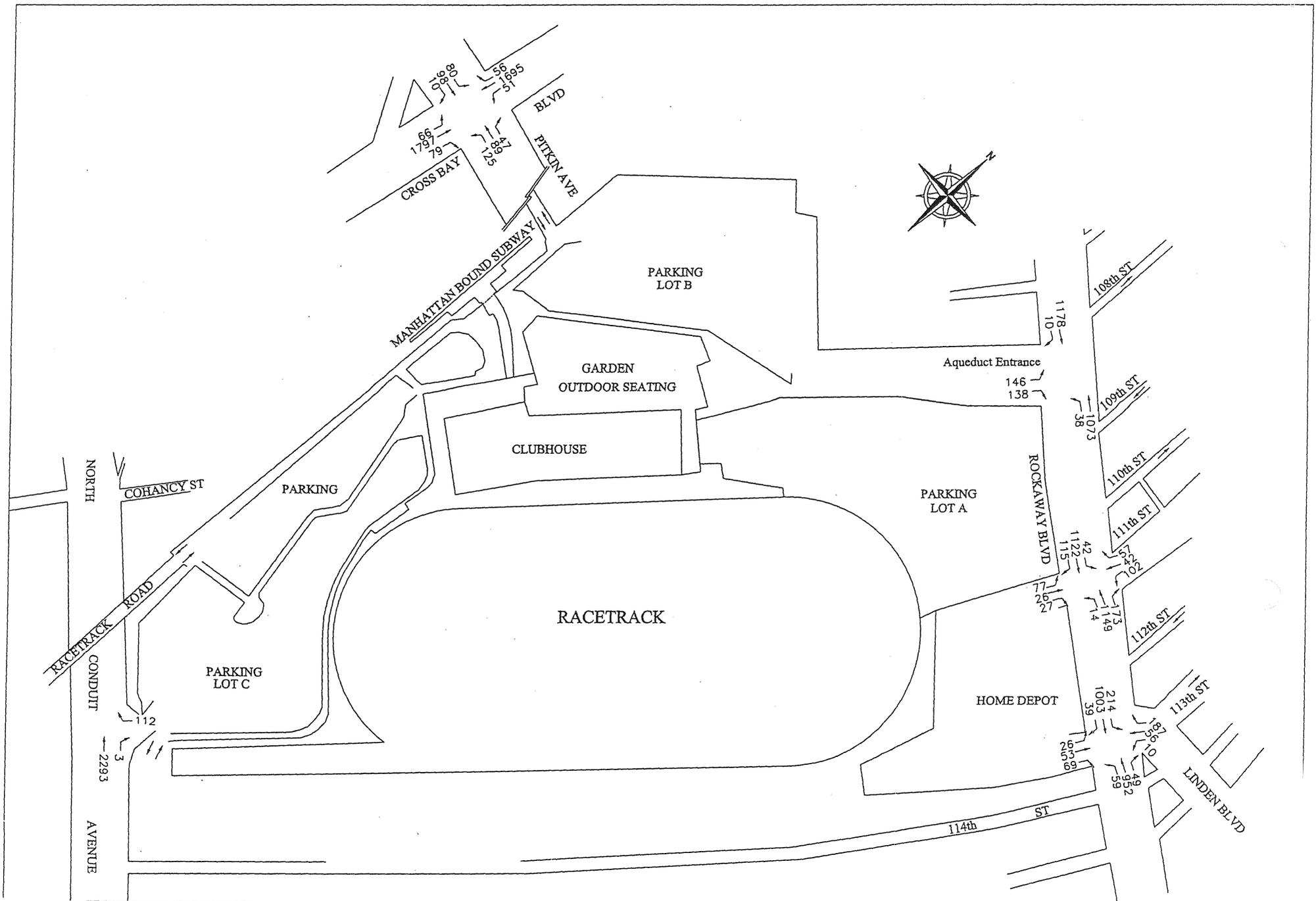
Subway access to Aqueduct is provided by the A train, which travels north and south along the west side of the facility and stops at the North Conduit Avenue Station on the Rockaway line. Racetrack access to and from the southbound platform at this station is via a tunnel under the tracks at the northern end of the platform. Patrons can wait for the courtesy bus that loops through Parking Lot C or can walk to the main entrance of the Grandstand in approximately five minutes. Patrons wishing to access northbound A trains en route through Brooklyn to Manhattan, can enter at the North Conduit Station, or they can use the exclusive "Aqueduct" station that is only open on race days until 7PM. The entrance to this northbound-only platform is directly across from the main entrance to the Grandstand. Historical turnstile data from NYC Transit's *2002 Subway & Bus Ridership Report* shows that in 2002, 45,833 passengers utilized the Aqueduct northbound subway station platform, an increase of 14.1 percent compared to 2001. October 2003 field surveys indicate that the percentage of racetrack patrons using the subway is approximately 10 percent on weekdays and 12 percent on weekends.

C. FUTURE CONDITIONS WITHOUT THE PROPOSED PROJECT

Traffic

Transportation conditions in the future without the proposed project (the No Build condition) were estimated by assuming a one percent per year background growth rate to account for increased travel demand from small development projects in the area, increased car ownership and other long term trends. No larger developments were identified in the area for the 2003 through 2005 period.

Figures 4 and 5 show the expected future No Build peak hour traffic volumes within the study area in each of the three peak hours analyzed. Table 4 shows the results of capacity analyses for the No Build Condition. As shown in Table 4, one new intersection approach will become congested in the future No Build Condition. At the intersection of Rockaway Boulevard and 111th Street, the northbound approach will degrade from LOS D to LOS E in the Saturday midday peak hour. Increased demand will worsen existing congestion at the Aqueduct entrance on Rockaway Boulevard in the Saturday PM peak hour and on the eastbound left-turn at Rockaway Boulevard and Linden Boulevard in the weekday PM peak hour.



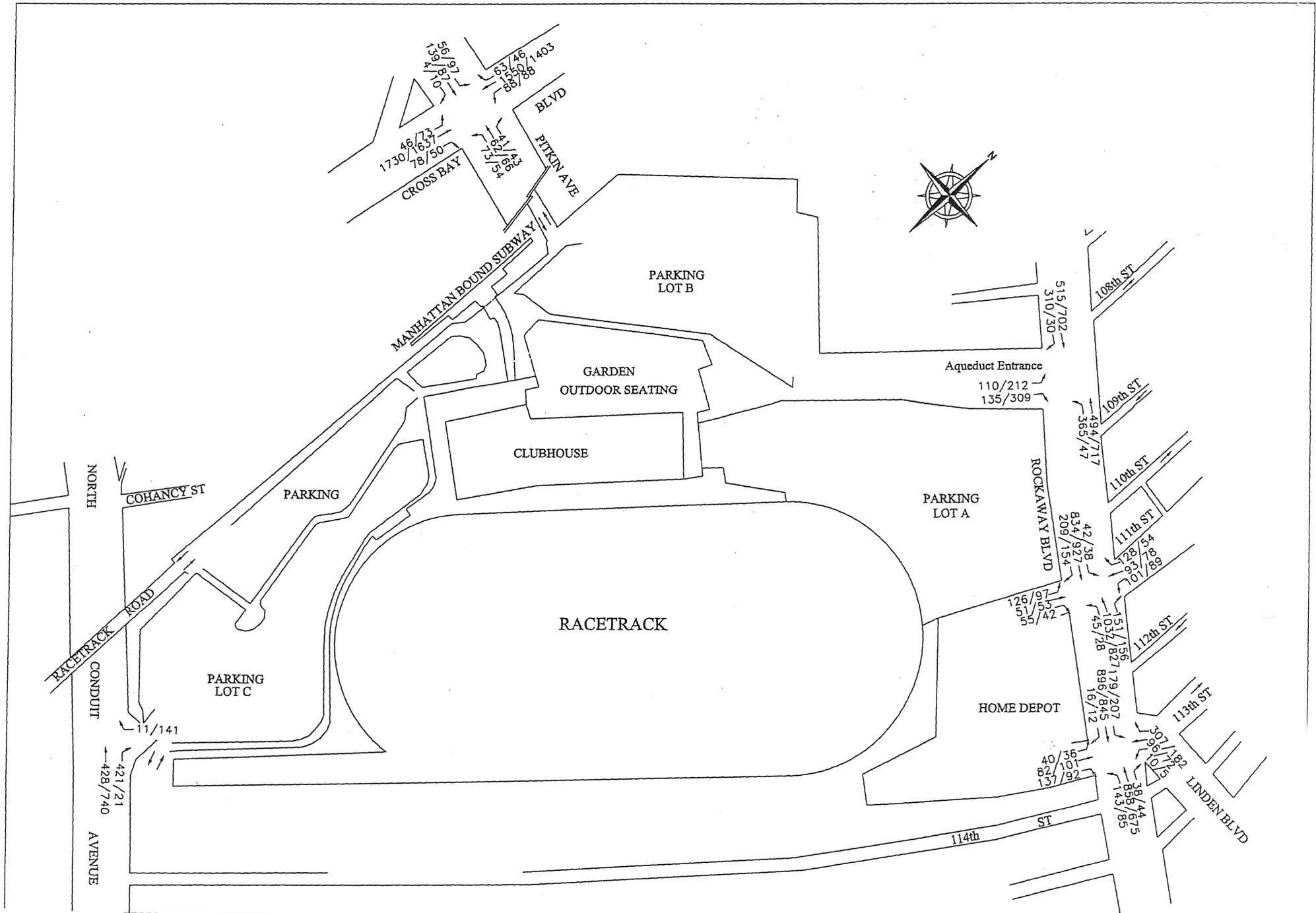


TABLE 4: 2005 NO-BUILD TRAFFIC CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	WEEKDAY PM PEAK HOUR						SATURDAY MD PEAK HOUR						SATURDAY PM PEAK HOUR					
		2003 EXISTING CONDITION			2005 NO-BUILD CONDITION			2003 EXISTING CONDITION			2005 NO-BUILD CONDITION			2003 EXISTING CONDITION			2005 NO-BUILD CONDITION		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS												
1) ROCKAWAY BLVD. (E-W) AQUEDUCT DRIVEWAY (southside)	EB-T	0.57	14.2	B	0.58	14.4	B	0.26	10.4	B	0.26	10.4	B	0.35	11.3	B	0.36	11.4	B
	EB-R	0.01	8.5	A	0.01	8.5	A	0.34	11.7	B	0.35	11.8	B	0.03	8.7	A	0.03	8.7	A
	WB-L	0.21	12.6	B	0.22	12.6	B	0.78	29.7	C	0.81	32.1	C	0.13	9.9	A	0.13	9.9	A
	WB-T	0.52	13.4	B	0.53	13.5	B	0.25	10.3	B	0.25	10.3	B	0.36	11.4	B	0.37	11.4	B
	NB-L	0.54	39.8	D	0.56	40.2	D	0.22	33.1	C	0.22	33.1	C	0.56	40.5	D	0.58	40.8	D
	NB-R	0.57	41.2	D	0.59	41.7	D	0.30	34.5	C	0.30	34.7	C	0.92	76.2	E	0.94	82.7	F
2) ROCKAWAY BLVD. (E-W) 111TH ST. (northside) HOME DEPOT ENTRANCE (southside)	EB-L	0.41	31.0	C	0.45	34.1	C	0.32	23.9	C	0.34	25.1	C	0.20	19.1	B	0.22	19.5	B
	EB-TR	0.78	28.6	C	0.80	29.3	C	0.67	24.8	C	0.68	25.2	C	0.69	25.3	C	0.60	25.7	C
	WB-L	0.05	25.2	C	0.05	26.0	C	0.13	21.8	C	0.13	22.5	C	0.08	21.6	C	0.09	22.3	C
	WB-TR	0.68	16.5	B	0.69	16.9	B	0.61	14.9	B	0.62	15.2	B	0.51	13.2	B	0.52	13.4	B
	NB-L	0.07	31.2	C	0.08	31.3	C	0.14	32.6	C	0.14	32.6	C	0.10	31.7	C	0.10	31.8	C
	NB-LTR	0.29	34.9	C	0.31	35.2	D	0.71	53.1	D	0.74	55.2	E	0.50	40.2	D	0.51	40.8	D
	SB-LT	0.39	37.0	D	0.40	37.3	D	0.62	45.7	D	0.64	46.9	D	0.49	40.0	D	0.50	40.5	D
	SB-R	0.13	32.0	C	0.14	32.0	C	0.30	34.7	C	0.31	34.9	C	0.13	31.9	C	0.13	31.9	C
3) ROCKAWAY BLVD. (E-W) LINDEN BOULEVARD (northside) HOME DEPOT ENTRANCE (southside)	EB-L	0.89	66.8	E	0.93	87.5	F	0.64	24.8	C	0.67	26.3	C	0.58	19.9	B	0.60	21.0	C
	EB-TR	0.52	13.5	B	0.53	13.7	B	0.46	12.5	B	0.47	12.7	B	0.43	12.2	B	0.44	12.3	B
	WB-L	0.26	12.8	B	0.27	13.2	B	0.52	19.3	B	0.55	20.5	C	0.29	12.6	B	0.30	12.9	B
	WB-TR	0.50	13.2	B	0.51	13.4	B	0.45	12.5	B	0.46	12.6	B	0.36	11.4	B	0.37	11.5	B
	NB-LTR	0.18	32.2	C	0.18	32.3	C	0.32	34.2	C	0.33	34.3	C	0.27	33.5	C	0.28	33.6	C
	SB-LT	0.13	31.9	C	0.14	31.9	C	0.21	33.1	C	0.22	33.1	C	0.15	32.1	C	0.15	32.1	C
	SB-R	0.44	37.7	D	0.45	37.9	D	0.72	48.4	D	0.73	48.7	D	0.43	37.4	D	0.44	37.7	D
4) PITKIN AVE. (E-W) CROSSBAY BLVD. (N-S)	EB-DeL	0.32	38.5	D	0.33	38.7	D	0.21	35.9	D	0.21	35.9	D	0.36	39.3	D	0.37	39.6	D
	EB-TR	0.23	35.5	D	0.24	35.6	D	0.31	36.9	D	0.32	37.0	D	0.22	35.3	D	0.22	35.4	D
	WB-LTR	0.70	50.7	D	0.72	51.9	D	0.59	46.8	D	0.61	47.7	D	0.41	39.2	D	0.42	39.6	D
	NB-L	0.21	31.4	C	0.21	32.1	C	0.14	24.4	C	0.15	25.5	C	0.21	23.6	C	0.22	24.6	C
	NB-TR	0.79	27.6	C	0.81	28.2	C	0.76	26.6	C	0.78	27.1	C	0.71	25.1	C	0.73	25.5	C
	SB-L	0.16	30.7	C	0.17	31.6	C	0.28	36.2	D	0.29	36.8	D	0.28	34.8	C	0.29	35.5	D
SB-TR	0.74	25.8	C	0.75	26.3	C	0.68	24.3	C	0.69	24.6	C	0.61	22.7	C	0.62	23.0	C	
UN SIGNALIZED INTERSECTIONS	LANE GROUP	WEEKDAY PM						SATURDAY MD						SATURDAY PM					
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS												
6) N. CONDUIT AVE. (EB) AQUEDUCT ENT. (N-S)	SB-R	0.27	14.7	B	0.28	14.9	B	0.02	10.1	B	0.02	10.1	B	0.20	10.4	B	0.21	10.4	B

ABBREVIATIONS:
 EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
 L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway
 V/C Ratio - Volume to Capacity Ratio
 SEC/VEH - Seconds per Vehicle
 LOS - Level of Service
 Denotes Congested Locations (LOS E and F)

Transit

General background growth estimated at one percent per year is expected to result in increased demand on bus and subway services in the vicinity of the project site. Otherwise, no major changes are expected at study area transit facilities in the future without the proposed project.

D. PROBABLE IMPACTS OF THE PROPOSED PROJECT

Beginning in 2004, NYRA is proposing to install an initial 4,500 new VLTs into a renovated second floor of the Aqueduct Racetrack Grandstand. As noted above, this report analyses 2005 conditions by which full demand for the VLT's will materialize. With the proposed project, it is expected that a new entrance to the VLT floor would be created on the west side of the building (where the existing garden is located) to handle both pedestrian and vehicle drop-offs for valet parking. It is expected that the Rockaway Boulevard entrance would be modified to remove the entrance booths, thereby forming a standard intersection at this entrance/exit. In addition, four intersections would be improved as part of the proposed project and these traffic signal improvements are detailed below and are shown on Table 5. These improvements would be coordinated with NYCDOT.

Rockaway Boulevard at Aqueduct Driveway/108th Street. At this location it is proposed to modify the intersection's signal plan to provide a new 24 second lagging westbound phase to facilitate the westbound left-turn movement into the site. In addition, it is proposed to reconfigure the racetrack entrance driveway at this intersection to provide three northbound (exiting) lanes. New left turn signal heads would be added for this westbound phase.

Rockaway Boulevard at 111th Street. At this intersection it is proposed to convert the existing 15-second westbound signal phase to a new exclusive phase for eastbound and westbound left-turns and northbound right-turns. New signal heads would be added for eastbound left-turn traffic and northbound right traffic at this intersection.

Rockaway Boulevard at Linden Boulevard. It is proposed to modify the intersection's signalization to add an eastbound and westbound exclusive left-turn phase along with a concurrent southbound right-turn phase. Fifteen seconds of signal time would be transferred to this new phase from the existing eastbound/westbound phase. Exclusive lanes already exist for both movements and no changes to the intersection's lane markings would be necessary. New left turn and right turn signal heads would be added to this intersection.

Cross Bay Boulevard at Pitkin Avenue. It is proposed to implement a no standing anytime regulation along the north curb of the westbound approach for 100 feet approaching the intersection, and to re-stripe the approach to include an exclusive right-turn-only lane approaching Cross Bay Boulevard. It is also proposed to transfer two seconds of green time to the eastbound/westbound phase and one second of green time to the northbound/southbound left-turn phase from the northbound/southbound through phase in each peak period.

**TABLE 5
TRAFFIC IMPROVEMENT MEASURES**

Intersection	Peak Hour	Approach	No-Build Signal Timing (Seconds) (1)	Proposed Improvement Plan	
				Build Signal Timing (Seconds) (1)	Proposed Improvement Measures
Rockaway Boulevard (E-W) Aqueduct Entrance (south side)	All	EB/WB WB LT NB/SB	80 ... 40	57 24 39	Rockaway Boulevard EB/WB: -23 sec. Add lagging WB phase (all periods); transfer 24 sec. to new WB phase. Aqueduct Entrance NB/SB: -1 sec. and restripe NB approach for 3 lanes (L, LR, R).
Rockaway Boulevard (E-W) @ 111th Street (north side) Home Depot Entrance (south side)	All	EB/WB NB/SB WB EB/WB LT; NB RT	65 40 15 ...	65 40 ... 15	Convert WB phase to EB/WB LT with NB RT phase (all periods).
Rockaway Boulevard (E-W) Linden Boulevard (north side) Home Depot Entrance (southside)	All	EB/WB NB/SB EB/WB LT; SB RT	80 40 ...	65 40 15	Rockaway Boulevard EB/WB: -15 sec. Add 15 sec. EB/WB LT phase w/ SB RT (all periods).
Cross Bay Boulevard (N-S) @ Pitkin Avenue (E-W)	All	EB/WB NB/SB NB/SB LT	37 65 18	39 62 19	Implement "No Standing Anytime" regulation on north side of WB approach on Pitkin Avenue for 100 feet from intersection, and add 2 sec. of green time to the EB/WB phase.. Re-stripe north side of WB Pitkin Avenue approach to include a right turn only lane. Cross Bay Boulevard NB/SB: -3sec. Add 1sec of green to NB/SB LT phase.

Notes:

(1) Signal timings shown indicate Green plus Yellow (including All Red) for each phase.

Trip Generation

Table 6 shows the transportation planning assumptions used to estimate the new travel demand from the proposed addition of 4,500 VLTs. It is expected that a full demand approximately 8,100,000 patrons would use the new VLT facility. Table 6 shows that the estimated total weekday daily person trips would be 36,000 and the total weekend daily person trips would be 59,000. It is also noted in Table 6 that a credit of 1,000 weekday trips and 2,000 trips on a Saturday is assumed to account for linked trips by patrons that are currently attending races at the track.

Table 7 provides the estimated demand for the three analyzed peak hours. As shown in Table 7, there would be an increase of 1,167 vehicle trips in the Friday PM peak hour, 854 vehicle trips in the Saturday midday peak hour, and 1,914 vehicle trips in the Saturday PM peak hour due to the new VLT operation. Subway trips during these peak hours would increase by from 354 to 796 while peak hour bus trips would increase by from 236 to 531.

Vehicular Traffic

The incremental traffic demand in the weekday PM and weekend midday and PM peak hours was assigned to the surrounding streets and the various entrances into Aqueduct based on existing patterns. Figure 6 shows the assignment patterns for each vehicle entrance. The highest number of vehicles (a total of 40 percent) are expected to utilize the Rockaway Boulevard/108th Street entrance. Approximately 25 percent would utilize the entrance on North Conduit Avenue, 20 percent the Racetrack Road entrance and 15 percent the Pitkin Avenue entrance. The project increment vehicle trips in each of the three analyzed peak hours are shown on Figure 7.

The Build condition traffic volumes, which combine the No Build volumes with the project increment, are shown on Figure 8 and Figure 9. Table 8 shows the capacity analysis comparison between the No Build condition and the Build condition. According to *CEQR* criteria, if levels of service deteriorate from LOS A, B or C in the No Build condition to marginally unacceptable mid-LOS D or unacceptable LOS E or F in the Build condition, then a significant traffic impact has occurred. *CEQR* criteria further specify that for a No Build LOS A, B or C which declines to mid-LOS D (32.5 seconds of delay for signalized intersections and 25 seconds of delay for unsignalized intersections) or worse in the Build condition, mitigation to mid-LOS D is required. For No Build LOS D, an increase of five or more seconds in a lane group in the Build condition should be considered significant if the Build delay exceeds mid-LOS D. For No Build LOS E, an increase in delay of four seconds should be considered significant. For No Build LOS F, three seconds of delay should be considered significant, however, if the No Build LOS F condition already has delays in excess of 120 seconds, an increase of 1.0 second in delay should be considered significant, unless the proposed action would generate fewer than five vehicles through that intersection in the peak hour (signalized intersections) or fewer than five passenger car equivalents (PCE) in the peak hour along the critical approach (unsignalized intersections). In addition, for unsignalized intersections, for the minor street approach to generate a significant impact, 90 PCEs must be identified in the Build condition in any peak hour.

Table 6
Aqueduct Racetrack VLTs - Transportation Planning Assumptions

Number of Video Lottery Terminals 4,500 VLTs

Estimated New Annual Annual Visits :(1) 8,100,000
 Estimated New Weekday Person Trips :(1) 36,000
 Estimated New Weekend Person Trips :(1) 59,000

Peaking Characteristics: (2)

		(In/Out)
Weekend Midday Peak(12AM-1PM)	4%	(95/5)
Weekday PM Peak (5PM-6PM)	9%	(52/48)
Weekend PM Peak (5PM-6PM)	9%	(52/48)

Mode Choice (3)

	<u>Weekday</u>	<u>Weekend</u>
Auto	70.0%	70.0%
Taxi	1.0%	1.0%
Subway	15.0%	15.0%
Local/Charter Bus	10.0%	10.0%
Walk/Bike	4.0%	4.0%
Total	100.0%	100.0%

Vehicle Occupancy (All Trips) (3)

	Weekday	Weekend
Auto	2	2 persons/vehicle
Taxi	2	2 persons/vehicle
Charter Bus	35	35 persons/vehicle

NOTES:

- (1) Based on information written by Urban Systems in, "Technical Memorandum: Recalculation of VLT Revenues at New York Race Tracks Based Upon Proposed Operating Assumptions". In addition, the total daily persons trips was reduced by 20% of the daily Aqueduct trips - which was 2,000 person trips during the weekday, and 4,000 person trips during the weekend.
- (2) Derived from patterns in "Recalibration of Trip Generation Model for Las Vegas Hotel/Casinos", ITE Magazine, May 2002
- (3) Source: PHA October 2003 parking and attendance survey

Table 7

Aqueduct Racetrack VLTs - Transportation Forecast

Travel Demand

Weekday PM Peak Hour (5pm-6pm) Person Trips

	In	Out	Total
Auto	1,179	1,089	2,268
Taxi/Limo	17	16	33
Subway	253	233	486
Local/Charter Bus	168	156	324
Walk/Other	67	62	129
Total	1,684	1,556	3,240

Weekend MD Peak Hour (12am-1pm) Person Trips

	In	Out	Total
Auto	1,569	83	1,652
Taxi/Limo	22	1	23
Subway	336	18	354
Local/Charter Bus	224	12	236
Walk/Other	90	5	95
Total	2,241	119	2,360

Weekend PM Peak Hour (5pm-6pm) Person Trips

	In	Out	Total
Auto	1,933	1,784	3,717
Taxi/Limo	28	25	53
Subway	414	382	796
Local/Charter Bus	276	255	531
Walk/Other	110	102	212
Total	2,761	2,548	5,309

Weekday PM Peak Hour Vehicle Trips

	In	Out	Total
Auto	589	545	1,134
Taxi Unbalanced	9	8	17
Taxi Balanced	12	12	0
Charter Bus	5	4	9
Total	606	561	1,143

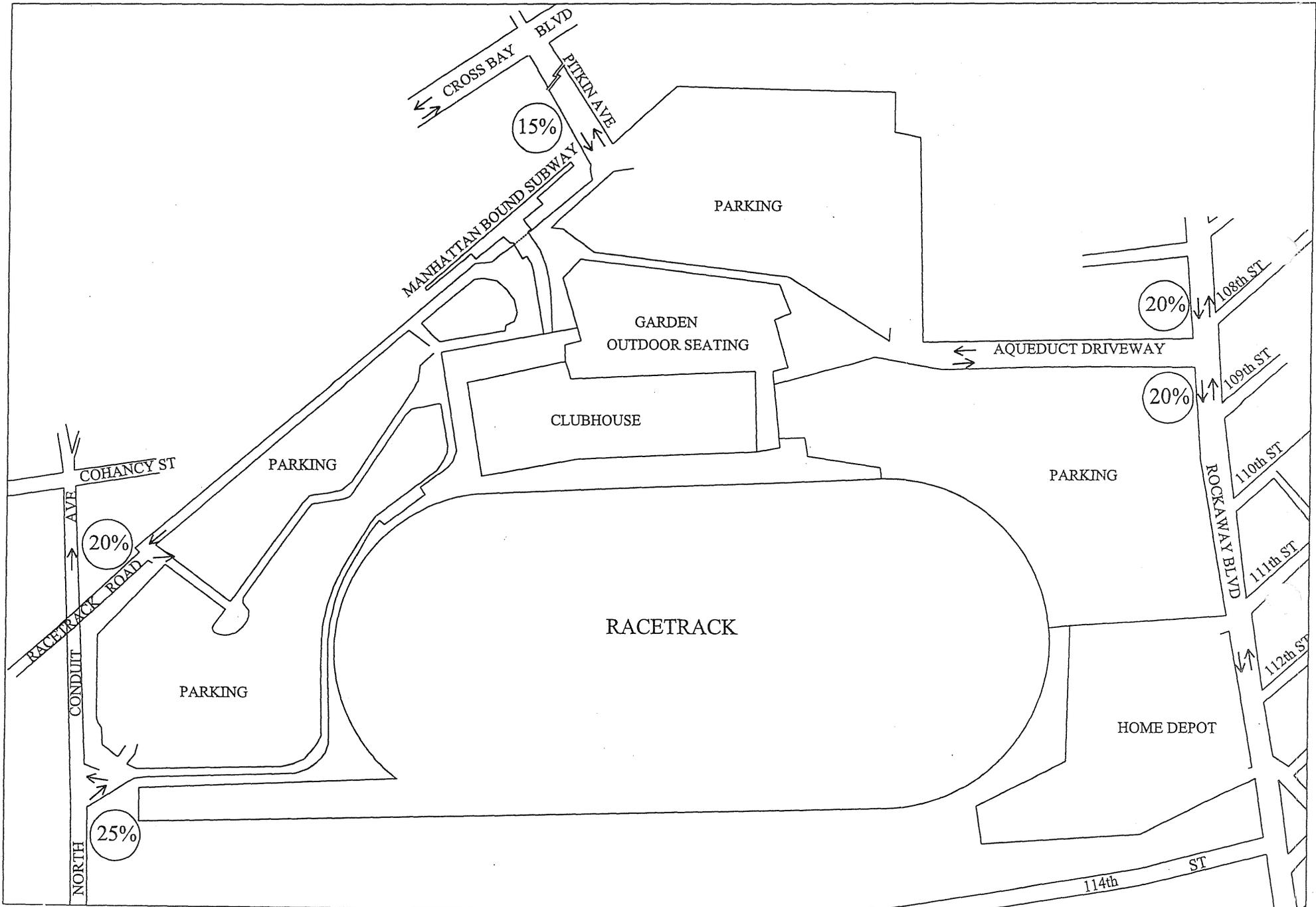
Weekend MD Peak Hour Vehicle Trips

	In	Out	Total
Auto	784	42	826
Taxi Unbalanced	11	1	12
Taxi Balanced	11	11	0
Charter Bus	6	0	6
Total	801	53	832

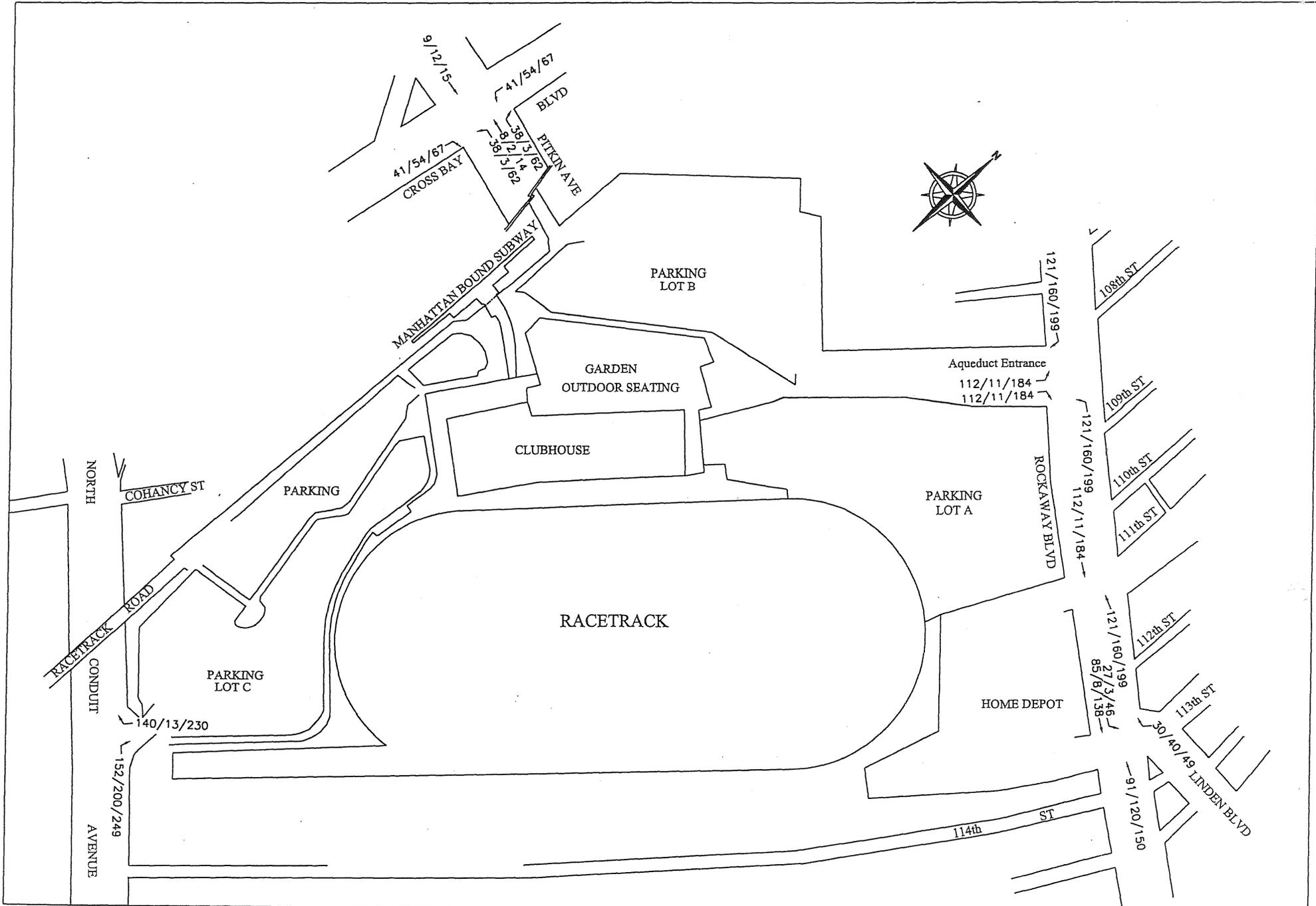
Weekend PM Peak Hour Vehicle Trips

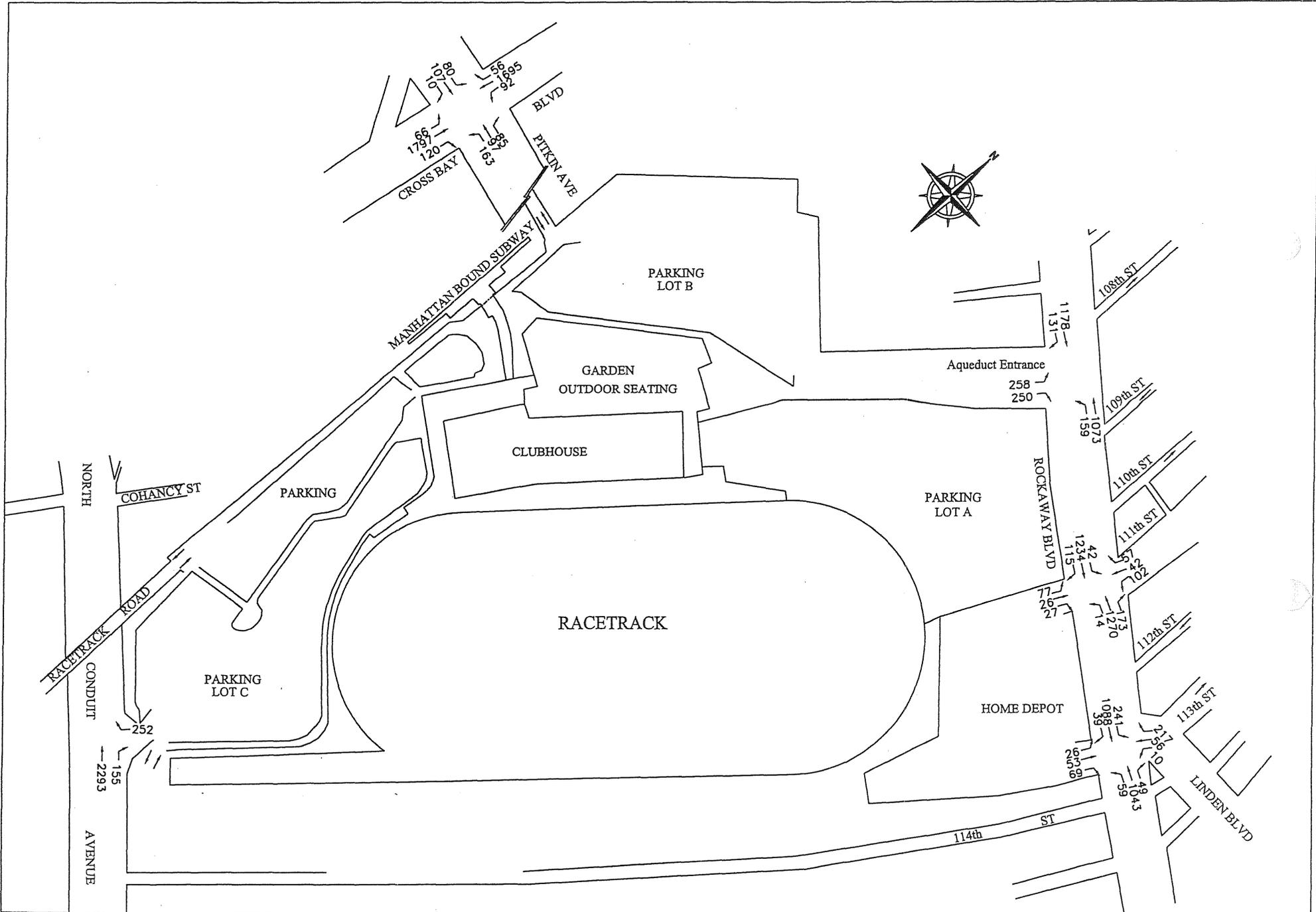
	In	Out	Total
Auto	967	892	1,859
Taxi Unbalanced	14	13	27
Taxi Balanced	20	20	0
Charter Bus	8	7	15
Total	995	919	1,874

Inbound/Outbound Vehicle Assignment



Not To Scale





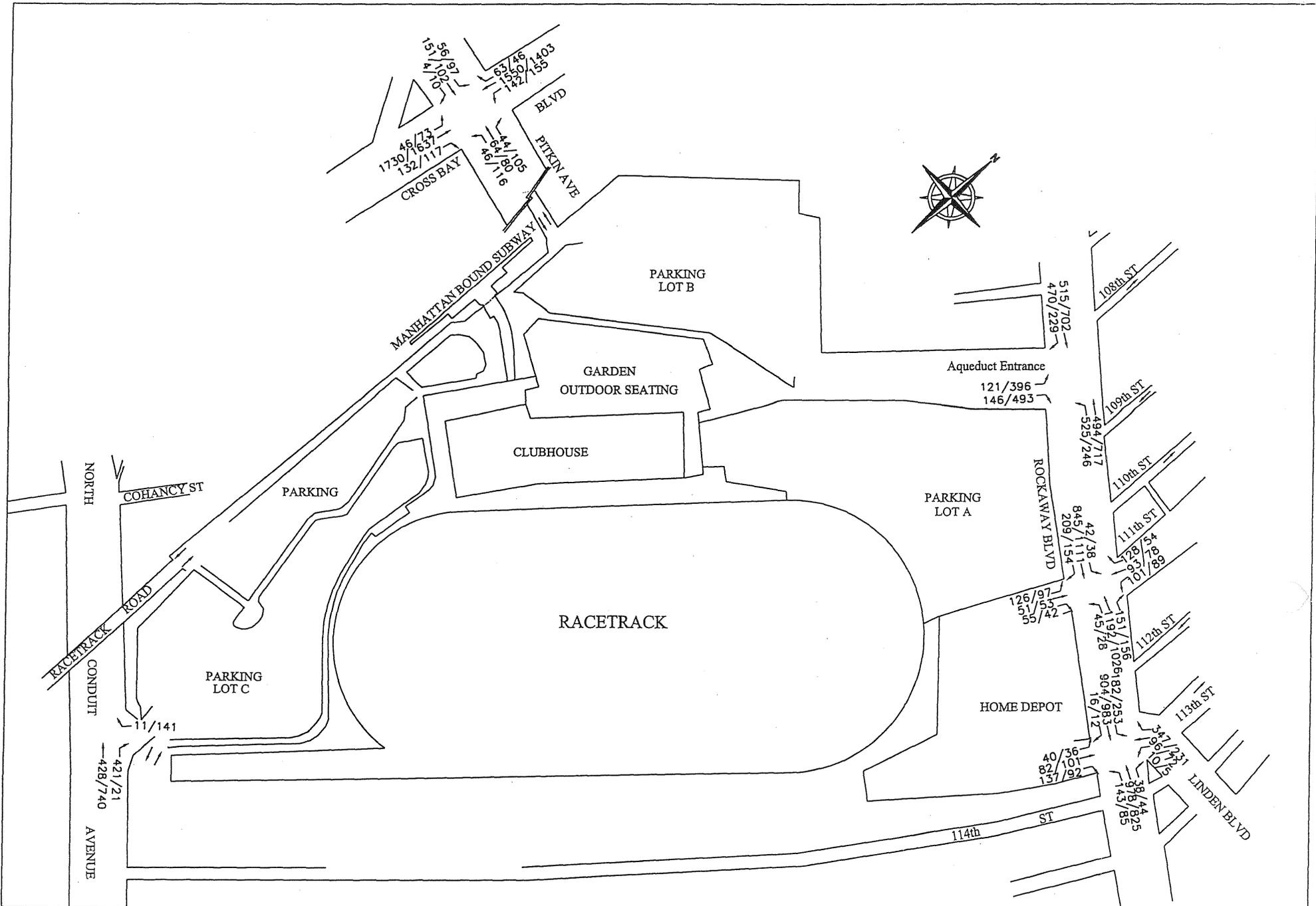


TABLE 8: 2005 BL RAFFIC CONDITIONS

SIGNALIZED INTERSECTIONS	LANE GROUP	WEEKDAY PM PEAK HOUR						SATURDAY MD PEAK HOUR						SATURDAY PM PEAK HOUR					
		2005 NO-BUILD CONDITION			2005 BUILD CONDITION			2005 NO-BUILD CONDITION			2005 BUILD CONDITION			2005 NO-BUILD CONDITION			2005 BUILD CONDITION		
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
1) ROCKAWAY BLVD. (E-W) AQUEDUCT DRIVEWAY (NB)	EB-T	0.58	14.4	B	0.84	36.3	D	0.26	10.4	B	0.38	23.8	C	0.36	11.4	B	0.52	26.2	C
	EB-R	0.01	8.5	A	0.21	22.0	C	0.35	11.8	B	0.76	37.2	D	0.03	8.7	A	0.37	24.5	C
	WB-L	0.22	12.6	B	0.42	39.6	D	0.81	32.1	C	0.86	44.4	D	0.13	9.9	A	0.47	25.9	C
	WB-T	0.53	13.5	B	0.52	12.9	B	0.25	10.3	B	0.25	9.9	A	0.37	11.4	B	0.36	10.9	B
	NB-L	0.56	40.2	D	0.44	38.1	D	0.22	33.1	C	0.09	31.8	C	0.58	40.8	D	0.57	41.4	D
	NB-LR	n/a	n/a	n/a	0.41	37.4	D	n/a	n/a	n/a	0.18	33.3	C	n/a	n/a	n/a	0.60	42.9	D
	NB-R	0.59	41.7	D	0.27	34.2	C	0.30	34.7	C	0.24	34.2	C	0.94	82.7	F	0.45	37.2	D
2) ROCKAWAY BLVD. (E-W) 111TH ST. (SB) HOME DEPOT ENTRANCE (NB)	EB-L	0.45	34.1	C	0.16	37.3	D	0.34	25.1	C	0.16	33.7	C	0.22	19.5	B	0.13	26.4	C
	EB-TR	0.80	29.3	C	0.87	33.6	C	0.68	25.2	C	0.69	25.4	C	0.60	25.7	C	0.82	30.3	C
	WB-L	0.05	26.0	C	0.05	30.2	C	0.13	22.5	C	0.13	22.8	C	0.09	22.3	C	0.10	28.4	C
	WB-TR	0.69	16.9	B	0.94	44.5	D	0.62	15.2	B	0.87	34.1	C	0.52	13.4	B	0.77	28.1	C
	NB-L	0.08	31.3	C	0.07	31.3	C	0.14	32.6	C	0.14	32.6	C	0.10	31.8	C	0.10	31.8	C
	NB-LTR	0.31	35.2	D	0.31	35.2	D	0.74	55.2	E	0.74	55.2	E	0.51	40.8	D	0.51	40.8	D
	SB-LT	0.40	37.3	D	0.40	37.3	D	0.64	46.9	D	0.64	46.9	D	0.50	40.5	D	0.50	40.5	D
SB-R	0.14	32.0	C	0.14	32.0	C	0.31	34.9	C	0.31	34.9	C	0.13	31.9	C	0.13	31.9	C	
3) ROCKAWAY BLVD. (E-W) LINDEN BOULEVARD (SB) HOME DEPOT ENTRANCE (NB)	EB-L	0.93	87.5	F	0.65	45.7	D	0.67	26.3	C	0.53	37.1	D	0.60	21.0	C	0.56	33.8	C
	EB-TR	0.53	13.7	B	0.72	26.3	C	0.47	12.7	B	0.59	22.8	C	0.44	12.3	B	0.61	23.3	C
	WB-L	0.27	13.2	B	0.16	26.1	C	0.55	20.5	C	0.39	26.6	C	0.30	12.9	B	0.21	22.5	C
	WB-TR	0.51	13.4	B	0.70	25.6	C	0.46	12.6	B	0.50	24.3	C	0.37	11.5	B	0.56	22.2	C
	NB-LTR	0.18	32.3	C	0.18	32.3	C	0.33	34.3	C	0.29	34.3	C	0.28	33.6	C	0.28	33.6	C
	SB-LT	0.14	31.9	C	0.14	31.9	C	0.22	33.1	C	0.29	33.1	C	0.15	32.1	C	0.15	32.1	C
	SB-R	0.45	37.9	D	0.36	25.7	C	0.73	48.7	D	0.42	30.9	C	0.44	37.7	D	0.38	26.1	C
4) PITKIN AVE. (E-W) CROSSBAY BLVD. (N-S)	EB-DefL	0.33	38.7	D	0.47	44.7	D	0.21	35.9	D	0.22	34.8	C	0.37	39.6	D	0.46	42.1	D
	EB-TR	0.24	35.6	D	0.24	34.2	C	0.32	37.0	D	0.33	35.7	D	0.22	35.4	D	0.24	34.2	C
	WB-LTR	0.72	51.9	D	-LT -R 0.72	50.7	D	0.61	47.7	D	-LT -R 0.41	38.4	D	0.42	39.6	D	-LT -R 0.53	41.2	D
	NB-L	0.21	32.1	C	0.19	33.6	C	0.15	25.5	C	0.10	32.2	C	0.22	24.6	C	0.22	27.1	C
	NB-TR	0.81	28.2	C	0.20	33.2	C	0.78	27.1	C	0.14	27.7	C	0.73	25.5	C	0.80	29.6	C
	SB-L	0.17	31.6	C	0.87	33.4	C	0.29	36.8	D	0.85	31.9	C	0.29	35.5	D	0.48	44.2	D
	SB-TR	0.75	26.3	C	0.29	39.1	D	0.69	24.6	C	0.44	43.6	D	0.62	23.0	C	0.48	44.2	D
					0.79	29.5	C				0.73	27.4	C				0.66	25.5	C
UN SIGNALIZED INTERSECTIONS	LANE GROUP	WEEKDAY PM						SATURDAY MD						SATURDAY PM					
		V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS	V/C RATIO	DELAY (SEC/VEH)	LOS
6) N. CONDUIT AVE. (EB) AQUEDUCT ENT. (N-S)	SB-R	0.28	14.9	B	0.62	25.8	D	0.02	10.1	B	0.04	11.0	B	0.21	10.40	B	0.55	16.2	B

ABBREVIATIONS:

- EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
- L-Left, T-Through, R-Right, E-W: East-West Roadway, N-S: North-South Roadway
- V/C Ratio - Volume to Capacity Ratio
- SEC/VEH - Seconds per Vehicle
- LOS - Level of Service

The results of the capacity analyses for the Build condition are shown in Table 8. The new traffic generated by the introduction of VLTs at Aqueduct would not result in significant traffic impacts during any of the peak hours analyzed for this study. The unsignalized intersection of North Conduit Avenue and the Aqueduct entrance would also not be impacted by project traffic in any peak hour.

Transit

The forecast for the proposed project estimates that 15 percent of new demand would use the subway and 10 percent would use bus (local and charter) to reach the site. This translates to approximately 486, 354 and 796 subway trips in the weekday PM and the Saturday midday and PM peak periods, respectively, (see Table 6). Bus trips would also increase by from 236 to 531 trips in each peak hour.

At present, demand at subway stations serving the site is relatively light, as is ridership on A trains along this segment of the line. This is especially the case on weekends, when project generated trips will be at their highest. Further, as shown in Table 6, the heaviest period for new demand (weekend PM) has a balanced flow with inbound and outbound trips roughly equivalent (414 versus 382). Therefore, while the new subway demand would be measurable, it is not expected to result in any significant impacts to the stations serving Aqueduct or to line haul operations given its bi-directional nature and the fact that it typically peaks on weekends.

As noted previously, the site is served by several bus routes operating on Rockaway and Cross Bay Boulevards. Further, as is typical of gaming destinations, charter bus operations would comprise a substantial portion of bus transit ridership. The highest bus demand is 276 persons inbound in the weekend PM period. Given the distribution of bus trips among several routes as well as charter buses, no significant impacts to bus operations are anticipated due to the proposed project.