

A. INTRODUCTION

EPT Concord II, LLC (referred to as “EPT” or the “Applicant”) proposes to develop a master planned destination resort community (referred to as “EPT Concord Resort”) on approximately 1,583 acres¹ of land located in the Town of Thompson (the “Project Site”), Sullivan County, New York. When complete, the EPT Concord Resort will include an 18-hole golf course, Casino Resort, harness horse racetrack, grandstand/showroom, simulcast facility, hotels, an RV park, and an entertainment village with a cinema and supporting retail. In addition, there will be a residential village with a mix of unit types including condos, apartments, townhouses and detached single family homes, a civic center, and an active adult residential community. This mix of uses will be connected, via a multi-use trail system, to abundant open space. In response to comments on the Draft Generic Environmental Impact Statement/Draft Environmental Impact Statement (DGEIS/DEIS), revisions have been made to the development program to further avoid and mitigate potentially adverse impacts, and to clarify components of the Proposed Project.

To develop the EPT Concord Resort, the Applicant has initiated several actions. First, the Applicant has petitioned the Town Board of the Town of Thompson for an amendment to the Town of Thompson Planned Resort Development (“PRD”) section of the zoning law (Town Code § 270-27.2) to enable the development of the EPT Concord Resort at the site of the former Concord Resort (“Proposed Action”). The amended zoning law will apply to the entire PRD district, which is comprised of approximately 1,735 acres.² In addition, in response to comments on the proposed PRD text amendment received during the DGEIS/DEIS comment period, additional modifications have been made to the PRD to clarify the purpose and intent. This revised text is included in Appendix A-3.

Second, the Applicant seeks approval from the Town Board for a new PRD Comprehensive Development Plan (“CDP”) for the approximately 1,583-acre Project Site (“Proposed Project”). The approval of the CDP is contingent on the adoption of the proposed zoning amendment. In

¹ Subsequent to the publication of the Draft Generic Environmental Impact Statement/Draft Environmental Impact Statement (DGEIS/DEIS), a survey of the property in EPT ownership was finalized, and the acreage was adjusted to 1,583 acres. This adjusted acreage does not change the boundaries of the Project Site presented in the DGEIS/DEIS.

² When the PRD Zoning Law was adopted in 2006, the entire 1,735± acre property within the PRD zoning district was owned or controlled by Concord Associates, LP and/or its affiliates (“CALP”). In November 2006, the Town Board approved a Comprehensive Development Plan (“CDP”), a requirement of the PRD, for the 1,735± acres owned or controlled by CALP. That CDP was later amended by CALP to include a casino and harness horse racetrack. In June 2010, CALP, without completing any phases of construction, deeded ownership and control over the majority of land (approximately 1,583 acres) within the PRD zoning district and CDP to the Applicant.

response to comments on the DGEIS/DEIS, refinements have been made to the CDP to provide additional detail on the components of the Proposed Project.

Third, the Applicant seeks Site Plan Approval from the Town of Thompson Planning Board for the first phase development of the Proposed Project (“Phase 1”) that will include the Casino Resort complex at the Resort Core.¹ This phase is anticipated to include a casino, hotel, harness horse racetrack, grandstand/showroom, simulcast facility, banquet event center, restaurants, and related facilities (“Casino Resort”). The Applicant intends to begin construction of Phase 1 in the spring of 2013, pending the receipt of the necessary permits, approvals and financing.

In separate site plan applications, the Applicant will finalize design review details for the golf course program and select components of the Entertainment Village at the Resort Core. These additional development program components will complement the proposed uses at the Casino Resort complex with the objective of creating a mix of uses that will enhance the long term success of the EPT Concord Resort project. Construction of the proposed improvements to the golf course program and components of the Entertainment Village will be completed in 2014, concurrent with the completion of Phase 1. These portions of the project development program, as well as the remaining phases, will be the subject of a subsequent environmental review(s).

This Final Generic Environmental Impact Statement (FGEIS) and Final Environmental Impact Statement (FEIS) have been prepared in accordance with 6 NYCRR 617.9. The FGEIS/FEIS responds to comments made on the Draft Generic Environmental Impact Statement (DGEIS) and Draft Environmental Impact Statement (DEIS), during a public hearing and from written comments received from public officials, area residents, and Interested and Involved Agencies. For the purposes of review under the State Environmental Quality Review Act (SEQRA), the Town of Thompson Town Board is the Lead Agency.

B. PROJECT REVIEW HISTORY

On July 24, 2012, the Town of Thompson Town Board declared the DGEIS/DEIS complete for the purposes of commencing public review. The DGEIS/DEIS is incorporated herein by reference. On August 28, 2012, a public hearing was held to receive comments on the DGEIS/DEIS. Written comments on the DGEIS/DEIS were accepted by the Town of Thompson Town Board from July 24, 2012 until September 7, 2012. A transcript of the public hearing, and the written comments received, are included in Appendix A-1 and A-2 respectively.

C. PURPOSE AND NEED

Development in Sullivan County and on the EPT Concord Resort site in particular has stagnated in recent years. The lack of job creation has added to the decline in the local market, some properties have fallen into disrepair, and tourism has waned with the compounding effect of discouraging further growth. EPT proposes to counter this trend by developing the 1,583-acre site associated with the former Concord Resort into a world-class, four-season destination resort and multi-use residential community. This endeavor will reclaim this significant property and reverse the area’s economic downward spiral. The Proposed Project has the potential to have a transformational impact on established patterns of employment, development and investment in

¹ See Concept Master Plan within Revised Proposed Comprehensive Development Plan, included in Appendix A-4.

the area. At full build out, the EPT Concord Resort is estimated to create in excess of 2,600 full time equivalent (FTE) jobs, while revitalizing the local economy. The proposed EPT Concord Resort will be uniquely positioned to leverage existing infrastructure and public investment to construct and reestablish the legacy of the former Concord Resort with an integrated resort destination firmly rooted in its local community and its physical and fiscal landscape. The purpose of this Proposed Project is to act as a catalyst for the area by providing a market-driven, modern-day resort destination in the tradition of the beloved historical properties of yesteryear that made this region famous.

The proposed CDP for the Project Site is consistent with stated goals within local and regional planning documents and the Town of Thompson zoning law, and the *Town of Thompson/Village of Monticello Comprehensive Plan* (1999).

The EPT Concord Resort will attract residents and visitors to the area, which will translate into economic benefit not only from dollars spent, property, hotel, gaming and sales tax revenue but also by creating jobs. The Proposed Project will also incorporate sustainable development initiatives, such as the use of green building materials, LED lighting, pervious paving materials, and significant landscaping, will set aside approximately 45 percent of the Project Site as open space, and provide significant additional indoor and outdoor recreational amenities to both residents of, and visitors to, the EPT Concord Resort as well as those currently residing in the surrounding communities. Additional detail on the anticipated local and regional economic benefit of the Proposed Project can be found in Chapter 14 of the DGEIS/DEIS, “Economic Conditions,” and Chapter 2 of this FGEIS/FEIS.

D. REVISED PROJECT COMPONENTS

Subsequent to the circulation of the DGEIS/DEIS, and in response to comments by the Lead Agency and their consultants, members of the public, and Interested and Involved Agencies, this FGEIS/FEIS presents revisions made to the Proposed PRD Zoning Text Change (the Proposed Action), the Proposed Comprehensive Development Plan Project (CDP), and the site specific development of Phase 1. These revisions, taken together with the Proposed Project presented in the DGEIS/DEIS, are referred to as the Revised Proposed Action, Revised Proposed Project, and Revised Phase 1. These revisions are presented below and revise and update the project description included in the DGEIS/DEIS, which is incorporated herein by reference. The environmental impacts of these revisions are analyzed in Chapter 2 of this FGEIS/FEIS.

It should be noted that the PRD text amendments and the revisions to the CDP, which define the project in generic terms, were the subject of the DGEIS and are therefore the focus of this FGEIS. Whereas, the site specific Phase 1 development plan that was the basis for the DEIS, is the focus of this FEIS.

REVISED AMENDMENT TO THE PLANNED RESORT DISTRICT (PRD) ZONING (REVISED PROPOSED ACTION)

In response to comments, the Proposed Action as presented in the DGEIS/DEIS – that being the proposed text amendments to the PRD – has been revised. The Revised Proposed Action is included as Appendix A-3 of this FGEIS/FEIS. (The comments from Sullivan County are included in Appendix B.) These changes clarified several proposed permitted uses. Specifically, uses accessory to principal uses have been clarified, examples of ‘seasonal indoor/outdoor uses’ have been expanded, agricultural uses proposed to be allowed in the PRD was clarified and

EPT Concord Resort

defined. Definitions were also provided for health care facilities, recreational vehicle parks, wineries (in accordance with New York State Law), and civic center were added, among others. In response to comment, Health Care Facilities are no longer proposed as a permitted use in the PRD. However, medical and dental office use will be retained in the PRD. Finally, clarifications as to the procedural requirements for the review and approval of site development plan by the Master Association have been made.

As a result of the finalized survey that adjusted the acreage of the EPT Concord Resort Project Site, the *Net Site Area*, as defined by the PRD, increased from 1,192 acres to 1,236 acres. As such, the theoretical maximum number of dwelling units permitted by the PRD increased from 4,766 to 4,944; the theoretical maximum number of hotel keys increased from 2,085 to 2,183; and, the theoretical maximum amount of commercial space permitted increased from 908,341sf to 942,210sf. However, it should be noted that except as discussed below in the Revised CDP, these increases are those which could theoretically be developed and are **not** proposed increases to this project.

REVISED COMPREHENSIVE DEVELOPMENT PLAN (CDP)

EPT envisions the development of a high-quality master planned destination resort community on portions of the former Concord Resort property. Proposed to be developed over 10 years, the EPT Concord Resort will be a four-season tourism and gaming resort destination, centered around the renovated Monster Golf Course.

Based on comments received on the DGEIS/DEIS, a continuing analysis of the alternatives presented in the DGEIS/DEIS, and with the aim of minimizing environmental impacts, the Proposed Project has been revised. As such, a Revised CDP can be found in Appendix A-4 of this FGEIS/FEIS. The discussion below reflects the major elements of the CDP that have been revised or developed in greater detail. Smaller changes and clarifications are also included in the Revised CDP. These smaller changes include clarifying uses in certain areas of the Project Site, and more detailed landscaping guidelines. These minor revisions do not change the analysis of impacts presented in the DGEIS/DEIS.

RESORT ENTRY ROAD

The DGEIS/DEIS advanced two options to provide primary access to the EPT Concord Resort. The first was a plan to improve the existing Joyland Road, with access off Exit 106 of NYS Route 17, by creating a boulevard resort entry drive. This option was included in the DGEIS/DEIS as the 'proposed access'. The second envisioned a new resort entry road that would also utilize Exit 106 of NYS Route 17. The route for this option would meander just west of Joyland Road, and was included in the DGEIS/DEIS as 'Option A' in Chapter 19, "Alternatives."

The advantage of improving the existing Joyland Road was that the road currently exists with direct access into the EPT Concord Resort site. The disadvantages were that an improved Joyland Road would require that the existing 20-25 foot wide road would need to be improved with 140-foot of right-of-way to meet the requirements of a contemporary road design. As is, there is little in the way of infrastructure typically associated with roads, such as parking, sidewalks, and drainage or stormwater collection facilities. Moreover, Joyland Road is and has been the historic heart of several summer bungalow colonies with development sited right up to the edge of the Joyland Road right-of-way. During the summer months when the summer communities are operating at their peak, the road is crowded with vehicles and pedestrians and

cars parked along both sides of the road. As part of the environmental review process and in response to comments on the feasibility of using Joyland Road, a design of Joyland Road to a uniform width of 140-feet revealed it would cause significant disruption to an intact and historic community. In addition, improving the existing Joyland Road would require greater disturbance to regulated wetlands and surface water resources than would be realized by the 'Option A' roadway discussed in the following paragraph. Finally, the Applicant was unable to acquire the land necessary to effect this improvement.

In an effort to avoid the impacts identified above, the Applicant advanced the design of the 'Option A' roadway as presented in the DGEIS/DEIS, and has selected this option as the preferred main entrance to the Proposed Project. Now referred to as the Resort Entry Road, and shown in **Figure 1-1**, this road is proposed to be the *gateway* to the EPT Concord Resort. The Resort Entry Road will connect to the Exit 106 off-ramp at its intersection with Towner and CR 173/Cimarron Road. From here, the road will convey traffic north before turning east to meet with a newly improved Joyland CR 173/Cimarron Road intersection. At this point, the Resort Entry Road will travel west for a short distance before curving to the north, passing to the west of the lake and then turning to the northeast after which it enters the Phase 1 Site before rejoining Joyland Road. In order to facilitate the construction of the Resort Entry Road, the Applicant has acquired several parcels to the west of Joyland Road and to the south of the Project Site.

To support the revised Resort Entry Road and to mitigate the traffic impacts associated with the Revised Proposed Project as it relates to the road network in the area, several improvements to Exit 106 and the local roadways are also proposed as shown in **Figure 1-2**. The roadway configurations presented in Figure 1-2 are subject to modifications based on the review of regulatory and permitting agencies. Specifically, the Applicant has been, and will continue to, coordinate with the Town of Thompson on the most beneficial way to redesign the intersection of Towner and Cimarron Roads. This coordination will continue through the site plan application process. Site plan approval will be contingent on the completion of an acceptable design.

CHANGES TO THE CDP PROGRAM OF DEVELOPMENT

Based on the alignment of the Revised Resort Entry Road, the location of the RV Park has been relocated. **Figure 1-3** shows a Revised Illustrative Master Plan for the Proposed Project including the relocated RV Park. This modification to the location of the RV Park will not change any of the conclusions made in the DGEIS/DEIS related to the potential for it to result in significant adverse impacts to the environment; there will be none.

In addition, the CDP presented in the DGEIS proposed a '90,000 square foot Medical Home'. This Medical Home is no longer proposed and has been removed from the CDP.

WATER SUPPLY

EPT Concord is continuing to advance the options for water supply that were presented in the DGEIS/DEIS. One of these options is to purchase water from the Village of Monticello. On November 20, 2012, the Village of Monticello adopted a resolution that authorized continued negotiations with EPT Concord Resort regarding a water contract. (See Appendix A-5)

The other two options identified in the DGEIS/DEIS, water from the Kiamesha Artesian Spring Water Company and water from on-site wells, both existing and new, are also available.

SANITARY SEWER SERVICE

There are no changes to the proposed provisions of sanitary service from that described and analyzed in the DGEIS/DEIS.

WETLAND MITIGATION PLAN

A wetland mitigation plan is being prepared to compensate for the proposed approximately seven acres of wetland impacts needed to construct the overall CDP. Three (3) non-wetland areas of the Project Site have been identified based on their soil/hydrologic characteristics and studied in detail via test pits, long-term groundwater monitoring, and soils assessment to serve as new wetland areas. These locations would be excavated, graded, modified, and planted to create mitigation wetlands. The plan is to establish more wetland acreage and higher wetland functions/values than currently exists on the Project Site. In total, approximately 12 acres of mitigation wetlands would be constructed on the Project Site.

A more detailed discussion of the Proposed Project's wetland mitigation plan is provided in Chapter 2: Probable Impacts of the Revised Proposed Project.

REVISED SITE SPECIFIC DEVELOPMENT OF PHASE 1 (PHASE 1)

Phase 1 of the Proposed Project proposes the Casino Resort. The Casino Resort will consist of 2,150 Video Gaming Machines (VGMs), restaurants and food service, a 248-room hotel, events center, harness horse racetrack, grandstand/showroom and support buildings, and structured and surface parking.

Based on comments received and as a continued effort to reduce the environmental impacts of Phase 1, several small revisions have been made to the Site Specific Development of Phase 1. These revisions are presented below. Note that only aspects of the Revised Phase 1 that have changed from the DGEIS/DEIS are presented below.

PHASE 1 PARCEL

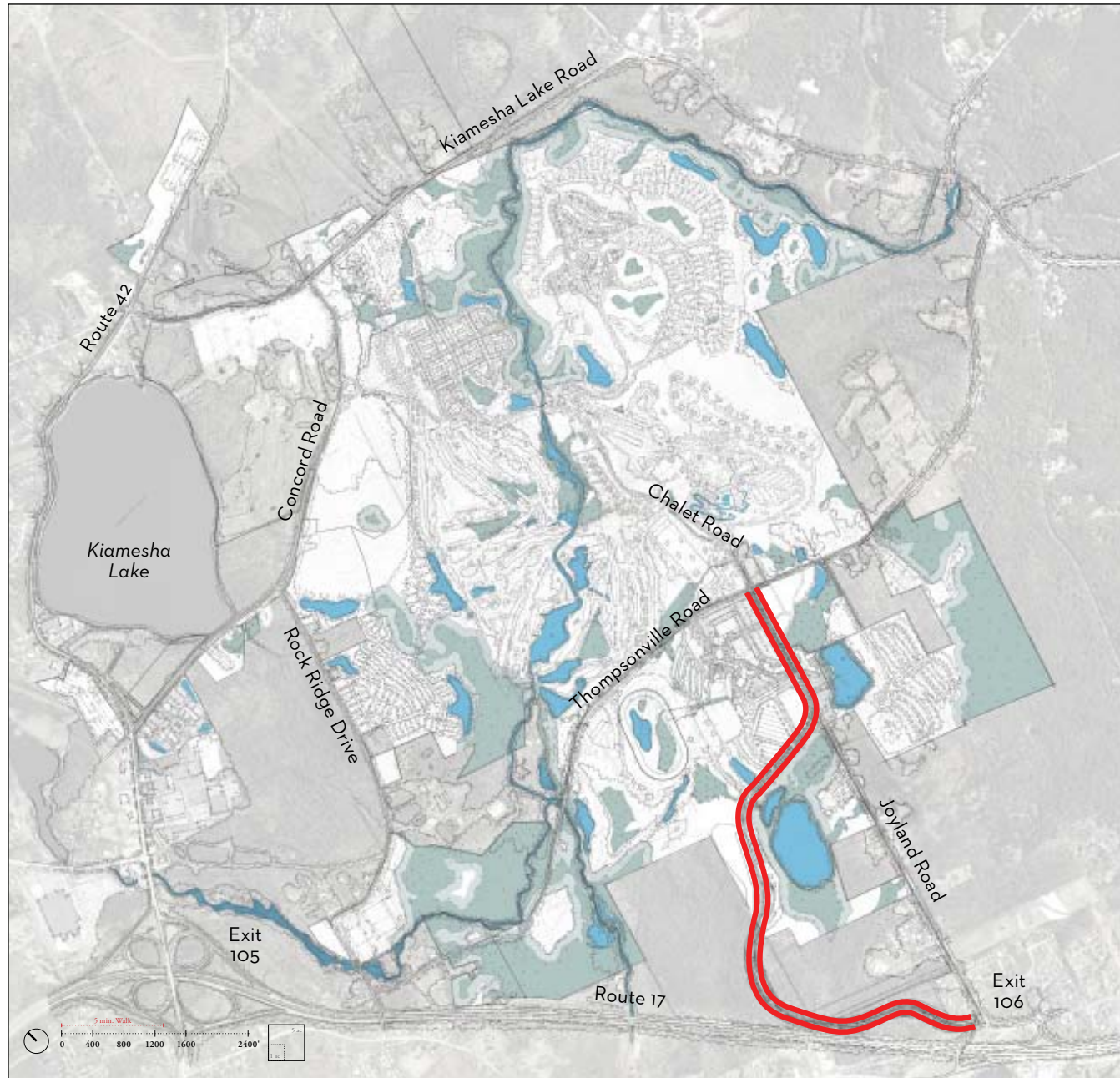
The Phase 1 Site has been slightly modified from the DGEIS/DEIS. This revision resulted from continued refinements to the site plans for the Proposed Project and Phase 1. The Revised Phase 1 Site is approximately 117 acres of a roughly 186 acre parcel that is proposed to be leased to Monticello Raceway Management, Inc. (MRMI) for the development of a casino, hotel, harness horse racetrack, grandstand/showroom, simulcast facility, banquet event center, restaurants, and related facilities. The Revised Phase 1 Site is shown in **Figure 1-4**.

PRIMARY ACCESS TO PHASE 1

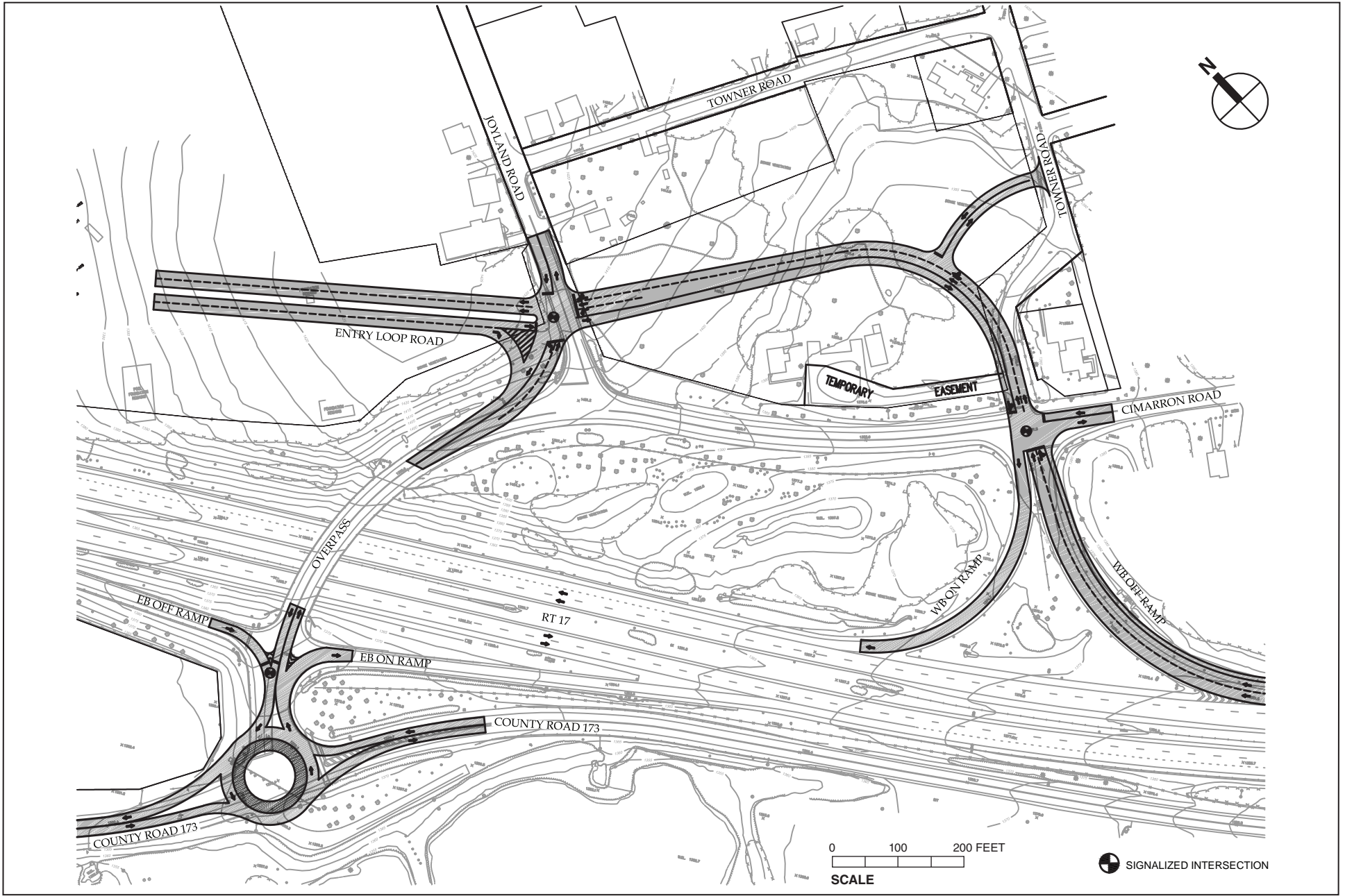
The selected alternative access, the Resort Entry Road, necessitates a change to the main entrance of the Casino Resort and Resort Core. The main entrance is now proposed to be located along the Resort Entry Road, to the west of Joyland Road. (See **Figure 1-5**) This entrance also requires a slight reconfiguration of the parking lot and other features of the Phase 1 Site.

PROPOSED SUBDIVISION OF PARCELS COMPRISING PHASE 1 AND RESORT ENTRY ROAD

Pursuant to Section 250-27.2(C)(3) of the Town of Thompson Town Code, the Applicant proposes to subdivide various parcels comprising Phase 1 into four (4) separate parcels in order

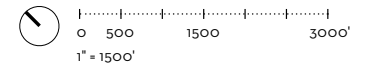


SOURCE: Hart Howerton





SOURCE: Hart Howerton





SOURCE: Hart Howerton

Phase 1 Site
Figure 1-4



SOURCE: Hart Howerton

to accommodate the development of the Casino Resort and to delineate the approximate 117 acres that is proposed to be leased to MRMI. (See **Figure 1-6a**) Application for this subdivision will be made simultaneously with application for site development plan approval for Phase 1.

Pursuant to Section 212-9 of the Town of Thompson Town Code, the Applicant also proposes to consolidate several parcels acquired for the Resort Entry Road into two parcels. (See **Figure 1-6b**) Application for the consolidation of these several parcels will be made simultaneously with application for site development plan approval for Phase 1.

DEVELOPMENT PROGRAM

Based on comments received, the number of parking spaces programmed for the Back of House (BOH) has been reduced from 917 to 300. The needs for the BOH parking were revised based on refinements to the site plan, which further differentiated the BOH needs and programmed spaces. The 917 parking spaces was a conservative estimate based on preliminary site programming guidelines and included both occupied and unoccupied space. The 300 spaces presented in the FGEIS/FEIS more accurately represents the needs for the occupied portion of the BOH space as designed. The revised Phase 1 Development Program (**Table 1-1** below) reflects this change.

**Table 1-1
Phase 1 Development Program**

Program	Building Area	Parking
Casino Resort Hotel (248 rooms)	143,400	496
Casino	374,135	
Casino (2,150 VGMs)	74,000	308
Back of House	183,572	300
Grandstand/Showroom	53,409	167
High Limit Entertainment Lounge	4,746	(included in Casino)
Events Center	17,563	352
Fine Dining (160 seats + 14 in private dining room)	10,640	58
Buffet Restaurant (225 seats)	8,970	75
Entertainment Restaurants (202 seats)	6,367	68
Hotel Amenities (pool, spa, fitness)	14,868	248
Subsurface Parking (three levels below the Casino)	454,890	1,300 spaces
Surface Parking		2,000 spaces
1/2 mile Harness horse racetrack	245,000	
Grandstand/Showroom (with seating for 500) (1)	18,866	(see above)
Paddock	45,000	56 Trailers; 60 vehicles
Maintenance Building	11,600	(included in Paddock)
Total for Phase 1	1,292,891	3,027
Notes:	(1) Includes 462 Fixed Auditorium seats, 40 banquet seats and eight table seats and associated support space.	
Source:	JCJ Architecture	

SITE PLAN AND BUILDING/ TRACK ORIENTATION

The Applicant has reduced the size of the harness horse race track from a 5/8 mile track to a 1/2 mile track. (See **Figure 1-7**) The new track size and configuration also allowed for the stable area to be reconfigured.

ADDITIONAL DETAILS ON SITE PLAN AND BUILDING MATERIALS

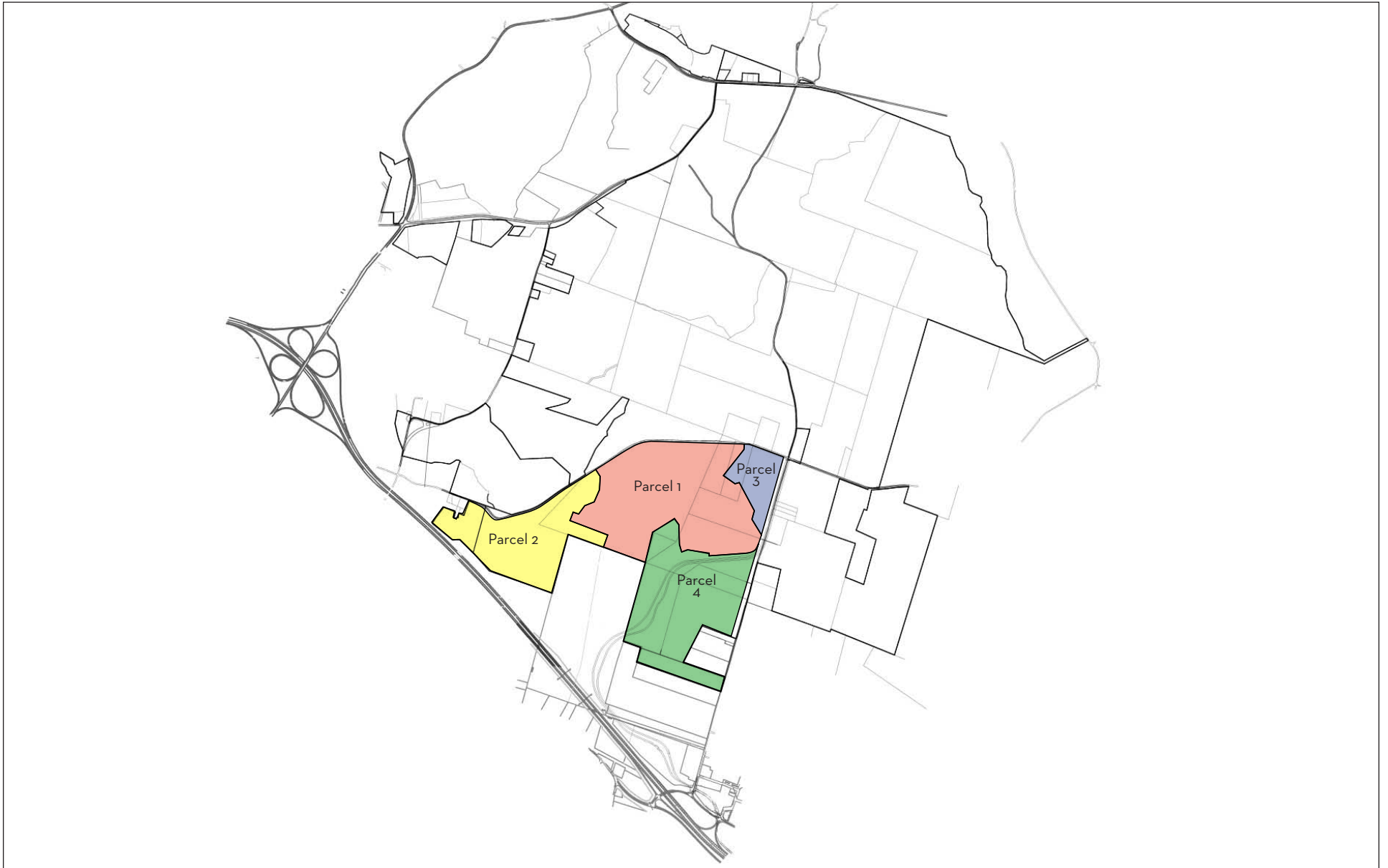
Since the publication of the DGEIS/DEIS, the design of the Casino Resort has continued to be refined. Figures **1-8a and 1-8b** show the design of the Casino Resort as well as the revised elevations of the Casino Resort.

Final details regarding traffic flow into the Phase 1 Site and within the Phase 1 Site are subject to change during the Planning Board's site plan review.

TRAFFIC MANAGEMENT PLAN DURING CONSTRUCTION

A traffic management plan will be developed to convey which routes will be used for construction phasing, staging, and for the delivery and storage of construction equipment and materials. Once the Resort Entry Road has been cleared, the majority of these trips will arrive via NYS Route 17 and will use the cleared Resort Entry Road. Use of the Resort Entry Road will minimize adverse impacts to existing development and residential neighborhoods within the Town. Additional information on this plan is included in Chapter 2 of this FGEIS/FEIS.

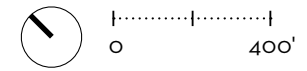
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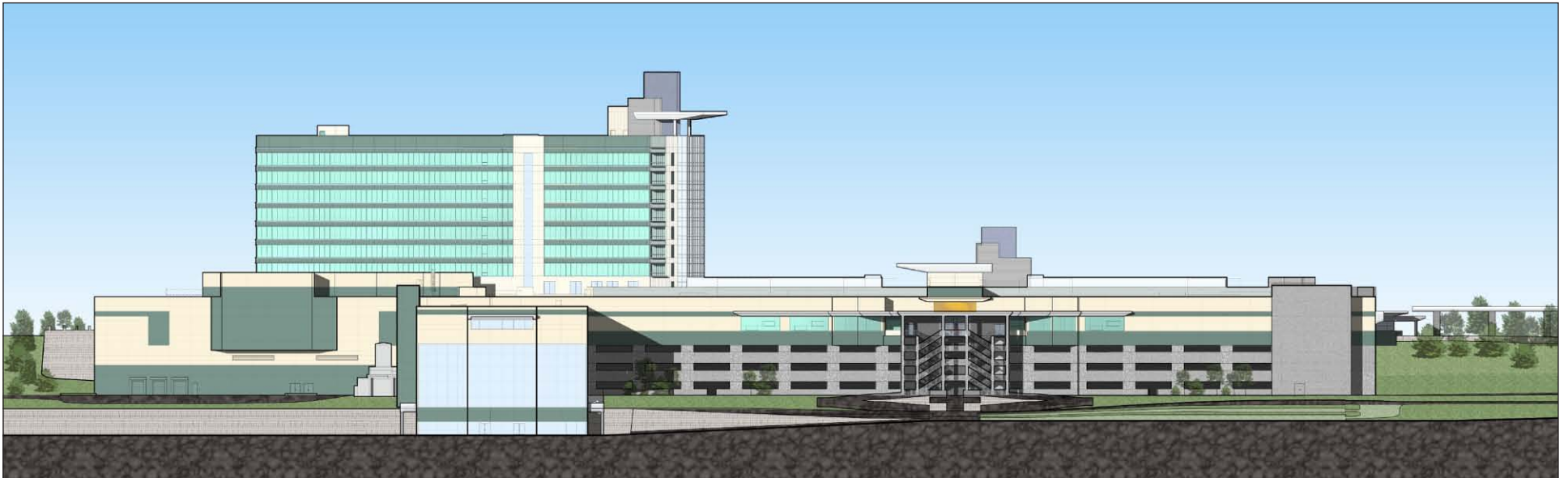


SOURCE: JCJ





East View



West View



North View



South View

