

Belmont Park Redevelopment  
DEIS Hearings

January 10, 2019

While I have much to say regarding the absurd number of traffic issues, I will focus my time on retail, not the 135,000 sq. ft. of retail proposed to be built near the arena but the more troublesome proposed 435,000 sq. ft. Retail Village to be built on Site B that will include bus and car staging areas.

What has remained incredibly quiet throughout much of this process is any discussion of the specific tenant for that site. At the scoping meeting in March 2018, I learned that **New York Islander co-owner Scott Malkin is the founder, chairman and an executive director of Value Retail**, now known as the Bicester Village Shopping Collection, **and that company is the intended tenant. This is no run-of-the-mill mall.**

It bills itself as the only company to specialize exclusively in the creation and operation of luxury outlet destinations operating as a “boutique collection” of nine Villages in Europe’s most important luxury and fashion markets, which appeal to high spending international and European visitors. Two additional locations are in China.

In ESD’s December 6, 2018 General Project Plan (that has been made available out front), under the Project Description section, specifically Section D, subsection c. titled Parking and Circulation, it states that the Retail Village would be expected to draw customers from Long Island and the Greater NYC metro area as well as from the national and international tourism industry.

**Belmont is Mr. Malkin’s foot in the United States door for Value Retail.** If similar Value Retail plans are followed here, multiple daily shuttle bus and car services will run from JFK and LaGuardia airports and from various points in and near Manhattan. It then becomes crystal clear why with an influx of hundreds of

people at a time throughout the day, both a designated bus staging area and rideshare staging area are part of the Site B plan.

On top of the obvious traffic issue, this would surely be a noise and air pollution issue. I would not want to live on Huntley Road or Wellington Road in Elmont, the neighborhood streets located immediately east of these vehicle staging areas. Is the proposed 8 ft.high landscaped berm and additional landscaping going to satisfactorily mitigate the bus and car exhaust and noise? What other solutions are being considered?

We are well aware of the struggles retail companies are facing trying to fill empty spaces especially because there are two malls within close proximity to Belmont, Green Acres Mall (4.8 miles away) and Roosevelt Field (10.5 miles away) and they face these struggles. Is a place to shop for high end goods, albeit discounted, what this community needs or wants? What sense does this type of development make? It makes no sense. It's time to rework the entire project and eliminate this unnecessary piece of the plan. As one of the speakers stated yesterday, listen to logic.

Respectfully submitted,

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