

**Belmont Park Redevelopment Project – DEIS Public Hearing
1/9/19**

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Good afternoon. My name is Lynn Pombonyo, and I'm speaking as a resident and Trustee of the Village of Floral Park.

At Tuesday evening's public hearing, I spoke about the Proposed Project's "Effect On Emergency Vehicle Response Times" and the erroneous DEIS conclusion that the Proposed Project will have no significant effect on emergency response times. This is based on the false premise that emergency vehicles can "maneuver around and through congested areas when responding to emergencies because they are not bound by standard traffic controls" (DEIS p. 11-72). Last night, Floral Park Ex-Chief of Department Joseph O'Grady and I emphasized that, on our communities' narrow two-lane streets (with one lane in each direction), nothing could be further from the truth. For both volunteer firefighters responding in firetrucks and others driving in cars to the firehouses, there is no room for them to "maneuver around and through" congested traffic, completely ignoring traffic controls. So there will indeed be a "significant adverse impact" on emergency vehicle response times.

It is uninformed reasoning and erroneous conclusions such as this that were reported by speaker after speaker at Tuesday night's hearing. This has led to a tremendous lack of confidence in the research, studies (especially those relating to Transportation), and the conclusions in the DEIS.

Tuesday night's hearing was far different from all the public hearings I have attended relating to proposed projects for Belmont, the LIRR, and other initiatives, dating back to 2005 when I was the Floral Park-Bellerose School District Superintendent of Schools. Last night, speaker after speaker, including expert attorneys and engineers, criticized the inadequacy and deficiencies of the DEIS, in particular, with regard to the Transportation studies and mitigation relating to the Cross Island Parkway and the necessary, fully functioning LIRR station at Belmont. Ironically, the DEIS calls for "diversionary signage" (p. 17-14), Cross Island Parkway signs that will tell motorists to "Plan Alternate Routes." That mitigation measure directs even more traffic into the surrounding communities which, ironically, is one of the "significant adverse impacts" of the Proposed Project in the first place.

A statutory DEIS that is so lacking in the requirements of what must be included in the DEIS is not acceptable. The final EIS must demonstrate true mitigation of the many "significant adverse impacts" of this Proposed Project, especially in the area of Transportation with respect to the Cross Island Parkway, local communities, and LIRR station before the Proposed Project commences. And one of the primary features of this mitigation planning must surely be to scale down the Proposed Project, especially the ill-advised shopping mall.

Thank you.