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March 19, 2019

[Via Email \(belmontoutreach@esd.ny.gov\)](mailto:belmontoutreach@esd.ny.gov)

Michael Avolio
Empire State Development
633 Third Avenue
New York, NY 10017

Re: **Belmont Park Redevelopment Project: Supplemental Comments of the Village of Floral Park on the Draft Environmental Impact Statement and Urban Development Act**

Dear Mr. Avolio:

This firm represents the Incorporated Village of Floral Park (“Floral Park” or “Village”) in relation to the proposed Belmont Park Redevelopment Project. On March 1, 2019, we submitted an extensive set of comments on behalf of the Village concerning the New York Arena Partners’ (“NYAP”) proposal to develop portions of the Belmont Park property. Empire State Development (“ESD”) had established March 1st as the deadline for comments on the project pursuant to the State Environmental Quality Review Act (“SEQRA”) and Urban Development Corporation Act (“UDC Act”). We are submitting these supplemental comments after the March 1st deadline based on information recently received from the Franchise Oversight Board (“FOB”). The information received includes a “Master Plan” that predates the ESD RFP process and had been hidden from the public. The information was received after the comment period deadline even though it was requested pursuant the Freedom of Information Law (“FOIL”) **over five months ago**. This delay in disclosure was addressed in our March 1st comments.

FOB’s belated FOIL response information brings several key concerns raised in the Village’s March 1st comments into sharper focus, requiring prompt action by ESD. These concerns relate to the lack of transparency regarding the project on the part of State and ESD in particular as the responsible SEQRA Lead Agency, and the obvious need to leave the public comment period open while critical information concerning the project was missing. As important, however, the information reinforces the fact that the review of the NYAP project has been improperly segmented from planned improvements by the New York Racing Authority (“NYRA”). ESD cannot cure this problem by simply extending or reopening the public comment period – ESD

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needs to restart the SEQRA process and conduct a thorough, unsegmented review. Indeed, it is possible that ESD may need to recommence the entire RFP process.

Floral Park has long called for the development of a Master Plan for Belmont Park to guide development in an appropriate, measured way that not only enhances local and regional economic development but also protects the unique character of the communities surrounding Belmont Park. Floral Park had assumed that such a plan had never been developed. FOB's FOIL response shows that, in fact, one had been developed but it had never been disclosed to, or vetted with the public. Even more shockingly, the plan which contains multiple NYRA-related improvements also includes all of the major components of NYAP's proposal including the development of a nearly 19,000-seat arena that would be the future home of the Islanders hockey team.

In a November 17, 2016 email to several State officials, including Robert Williams, head of the FOB, Christopher Kay, President of NYRA, provided a detailed overview of a "Master Plan" laying out a development strategy for Belmont Park. Mr. Kay's email describes "five elements" of the plan, which are presented in much more detail in the attached Master Plan that was prepared by Ewing Cole. *See Exhibit 1.*

Mr. Kay's description of the first element is revealing:

1. Arena: The drawings and artistic sketches of the Islanders' architects replace those previously prepared by Ewing Cole.

This statement shows several things. Long before ESD issued the RFP for the Belmont Development Project, NYRA was floating the idea of an arena. Second, the arena was specifically contemplated to be the new home for the New York Islanders. Third, the Islanders architects were working with NYRA's consultants on the design of the arena. Fourth, there is a clear indication that the State officials who received Kay's email would have understood his reference to sketches "previously prepared by Ewing Cole." This indicates this was not the first time the Master Plan had been floated with State officials. This is virtually confirmed by Master Plan itself because the footer includes the following text "Belmont Park Master Plan **Update.**" The Master Plan clearly had been under development for some time.

There is much more that is troubling about the Master Plan. Every page of the Master Plan, which was dated November 14, 2016, was designated:

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The public was never intended to see this Master Plan. The Village expressly raised the concern over a lack of transparency in its March 1st comments, but had no idea how brazen it could be. Why was this hidden from the public? This is State-owned land. The public, and in particular

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the communities surrounding Belmont Park, should have been included in the process. No Master Plan should have been developed without public input and involvement.

Further, the elements for the Master Plan prove that ESD's SEQRA process has been impermissibly segmented:

- significant upgrades to/expansion of NYRA's facilities including among other things lighting for nighttime racing, including:
 - Synthetic track for winter racing;
 - Light stations for night racing in warm weather months;
 - Large sports bar and food court covering most of the first floor;
 - Restaurants and terraces overlooking both the track and the paddock;
 - State-of-the-art simulcast center; and
 - Luxury suites, clubs, and amenities.
- a nearly 19,000 seat arena for use by the Islanders hockey team and other events such as concerts and other athletic events.
- Hotel/mixed use (390,000 square feet)
- Entertainment district to include "restaurants, specialty shops, clubs and experience-oriented venues (over 400,000 square feet)
- Parking – structured and open
- Most of the development would occur on what is referred to in the NYAP proposal as Site A while Site B would be used for additional open parking



* Figure from NYRA's Master Plan.

Thus, beyond NYRA's significant upgrades/expansion plans, the Master Plan is virtually identical to the NYAP proposal that was submitted to, and eventually accepted by, ESD.

The timeline for these events is disconcerting:

November 2016: NYRA sends a "Master Plan" update to the State.

June 2017: Eight months later the FOB adopts a resolution stating that FOB desires to "explore opportunities to develop" the Belmont parcels and requests ESD to issue an RFP – on behalf of FOB – for that purpose. *See Exhibit 2.*

July 2017: One month later ESD issues the Belmont Park Redevelopment RFP.

December 2017: ESD selects the NYAP proposal which mirrors the non-NYRA specific elements of the NYRA Master Plan.

In the March 1st comments, the Village explained that while ESD claimed that it addressed cumulative impacts of NYAP's proposal and NYRA's planned improvements, the DEIS did not in fact do so in several key areas, including for example, nighttime racing.

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The NYRA Master Plan information reinforces the reality that ESD has implemented a flawed, non-transparent process and has improperly segmented the environmental review.

These deficiencies cannot be cured by simply reopening or extending the DEIS comment period. The entire process needs to start over.

Sincerely,

A handwritten signature in black ink that reads "Michael Murphy". The signature is written in a cursive style with a large, looped "M" and "P".

Michael Murphy

Encs.

cc:

Mr. Howard Zemsky, President and CEO Empire State Development
Rachel Shatz, VP Planning and Environmental Review, Lead Agency Contact, ESD
Village of Floral Park:
Hon. Dominick Longobardi, Mayor
Gerard Bambrick, Village Administrator
Village Board of the Village of Floral Park

Exhibit 1

Date : 11/17/2016 4:29:29 PM

From : "Christopher Kay"

To : "Joseph Rabito" , "Timothy Taylor (budget.ny.gov)" , "Robert Williams" , "Katharine Neer"

Subject : Belmont Park

Attachment : DRAFT11416 - Belmont Park Master Plan Update.pdf;Economic Summary Belmont Park Redevelopment 11.2016.pdf;

Good afternoon:

We have enclosed a development conceptual package that reflects the five elements of the proposed development and transformation of Belmont Park. They are:

1. Arena: The drawings and artistic sketches of the Islanders' architects replace those previously prepared by Ewing Cole.
2. NYRA Building and Racetrack. These documents are similar to those you have seen in the past, including the proposed renovations to the building and racetrack (including lights for the turf and dirt tracks).
3. Entertainment District. With the expansion of the Arena, we are now projecting 468,000 square feet. We also can add space if we include proposed restaurants in the hotel(s).
4. Hotel/mixed-use. We have described this as a hotel and mixed-use complex, with convention and/or programming space of roughly 400,000 square feet and demand for a three star and/or four star hotel(s).
5. Structured Parking. We just received a report from Walker Parking Consultants. Based upon the predicated proposed use of Phase 1 (Arena, Racetrack and Entertainment District), they believe that 6,500 spaces are necessary, of which 2,000 spaces would be surface parking and only 4,500 structured parking spaces would be needed.

All of the five elements of the proposed development will create a significant number of jobs and economic impact in the construction process, as well as a significant number of jobs and annual economic impact with the subsequent operation of these venues at Belmont Park. In addition, our proposed renovations to the building and racetrack will permit winter racing to take place at Belmont Park. Our plan will thus will create a second and equally significant economic impact at Aqueduct, as that property can be used for a higher and better use shortly after NYRA vacates Aqueduct.

Also, enclosed please find a memorandum that summarizes some additional information about the development, including some of the proposed financing proposed for these five venues. It should be noted at the outset that there are no state grants requested for the construction of the Arena or for the renovation to the Racetrack. The owners of the team will be paying for the construction costs for the Arena; their request is that the State assist in obtaining the best possible financing for the amount that is not committed in equity.

With respect to the Racetrack renovations, NYRA would work with ESDC to obtain a construction bond supported by (a) the money we would realize at the time NYRA vacates Aqueduct and monetizes its remaining leasehold interest (approximately a 13 year lease); (b) use of a substantial portion of the VLT funds designated for capital improvements (exclusive of appropriate sums set aside for Saratoga projects and cap ex maintenance); and some portion of the lease payments made by the Arena, Entertainment District and Hotel developers. Other portions of the lease payments would go to the State.

With respect to the Entertainment District and Hotel projects, we anticipate the developers would be selected as part of a RFP process, and no State funds would be spent for the construction of those venues. As with the Arena, we envision the State and NYRA sharing the rents paid by those developers, along lines we can negotiate.

The only grant requested of the State is for parking garages. As reflected in the development conceptual package, we are suggesting that there be structured parking north of Hempstead and south of Hempstead. Adjacent to each of those parking structures will be surface parking. Utilizing this approach, we believe we can then determine the extent to which additional structured parking is needed, and respond to specific demand at the appropriate time. In addition, we believe that there will soon be sufficient demand to have daily train service to Belmont Park, in all likelihood at the same time that the new East Side Access line to Grand Central is operational. Thus, we believe that there is an excellent opportunity to use some of the structured parking as a "Park and Ride" facility for people commuting from Nassau County to Manhattan from the Belmont Park train station, and meet MTA's goal of creating 20% new ridership with the East Access line.

We look forward to reviewing the project with you on Monday.

Best regards,

Chris



Christopher K. Kay

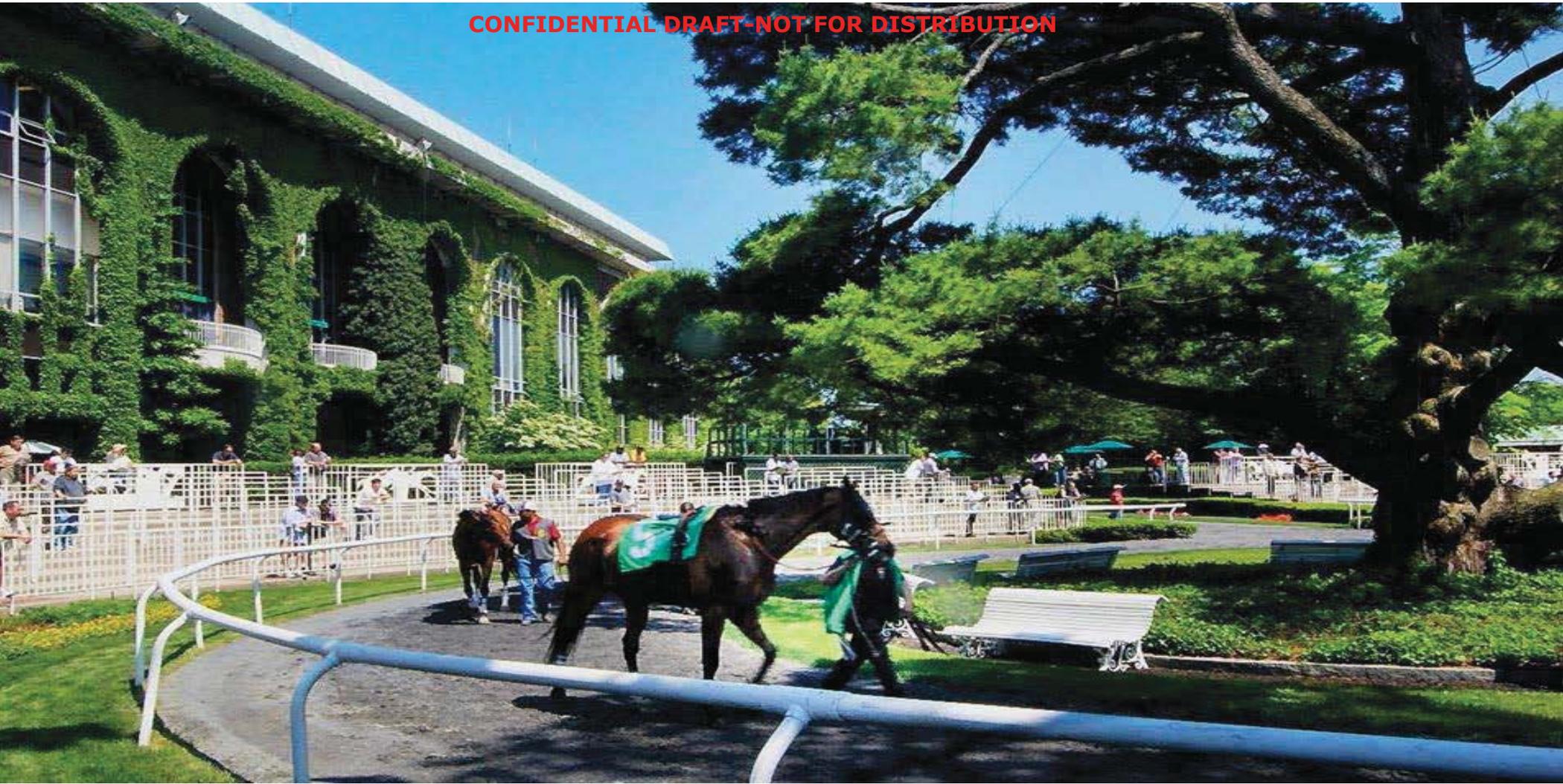
President and Chief Executive Officer
110-00 Rockaway Blvd, Jamaica, NY 11417
718.659.3537
CKay@nyrainc.com
NYRA.com



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Belmont Park Master Plan

November 14, 2016

**EWING
COLE**

Concert Venue and Arena | Renovated Building and Racecourse | Restaurant/Club/Retail Entertainment District
Hotel Complex and Convention Space | The Park | Structured Parking

DEVELOPMENT STRATEGY FOR BELMONT PARK

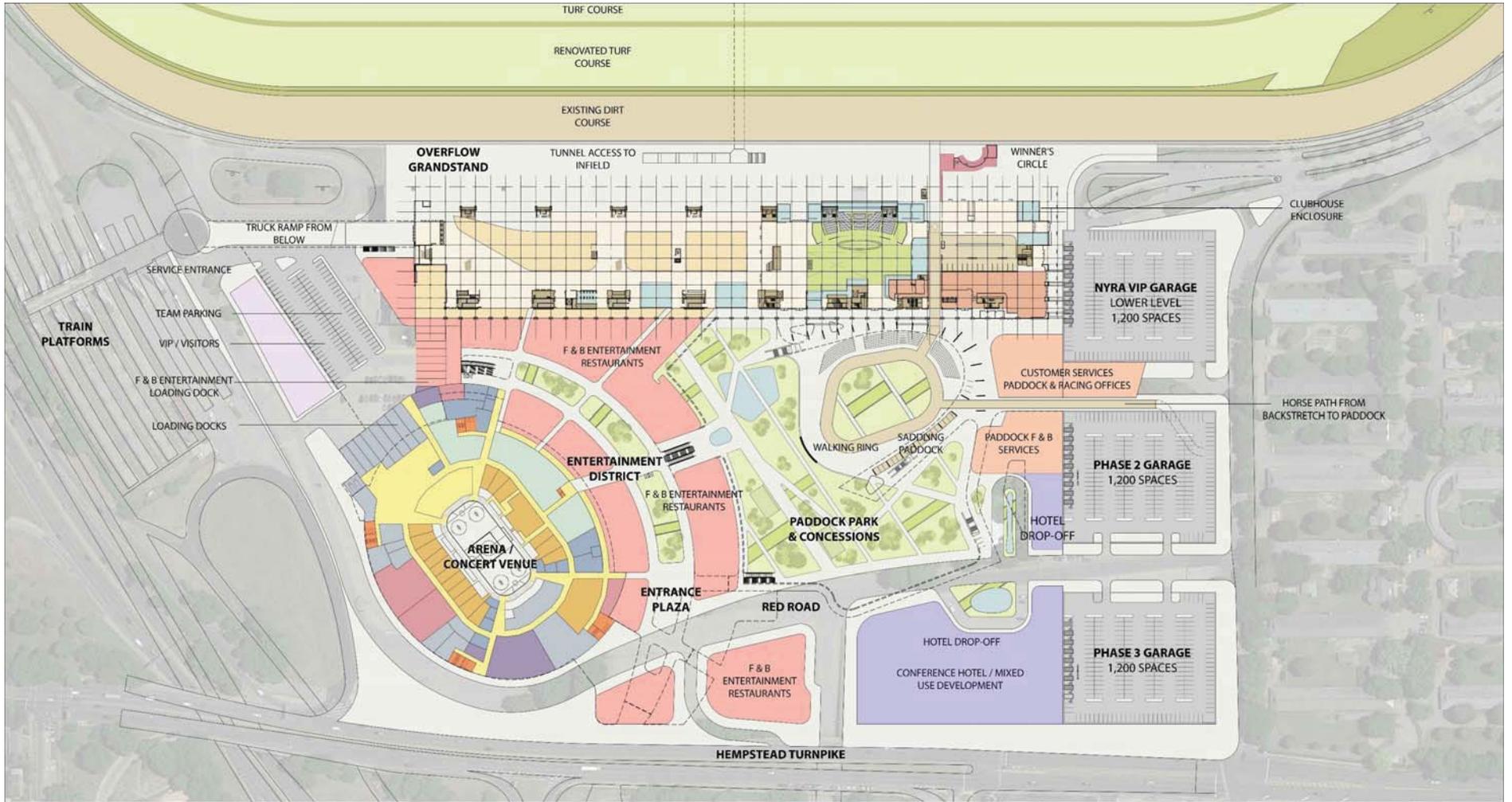


The proposed development strategy at Belmont Park will transform an historic venue into a unique sports and entertainment destination serving New York City, Nassau County and the surrounding region.

1. The Concert/Hockey Arena is located as the gateway to the Belmont Park redevelopment, adjacent to both the Train Station and the proposed Parking Transit Center.
2. The New York Racing Association will renovate its structure to create a year round thoroughbred racing venue, for fans and horse players of all ages and demographics, featuring such world class racing like the Belmont Stakes (the third leg of the Triple Crown).
3. The Entertainment District will provide a compelling collection of restaurants, specialty shops, clubs and experience-oriented venues not offered together anywhere in New York.
4. A Destination Hotel/Mixed Use property will have capacity for three star and four star hotel properties, with significant first floor programming for conventions and/or other uses.
5. Structured Parking for those attending the many events at Belmont Park, as well as serving as a possible “Park and Ride” facility to serve the MTA and its riders.

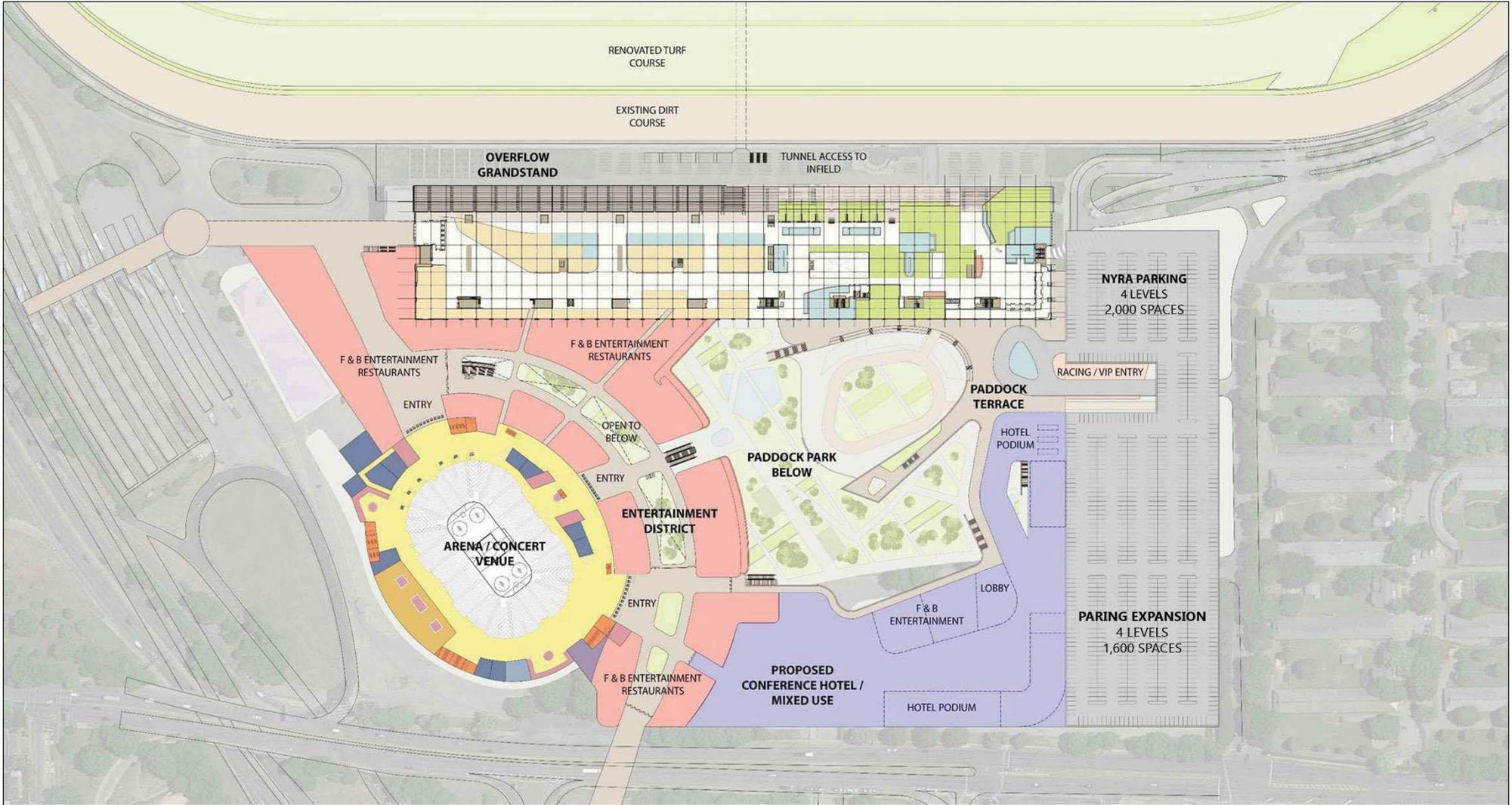
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MASTER PLAN: EVENT LEVEL

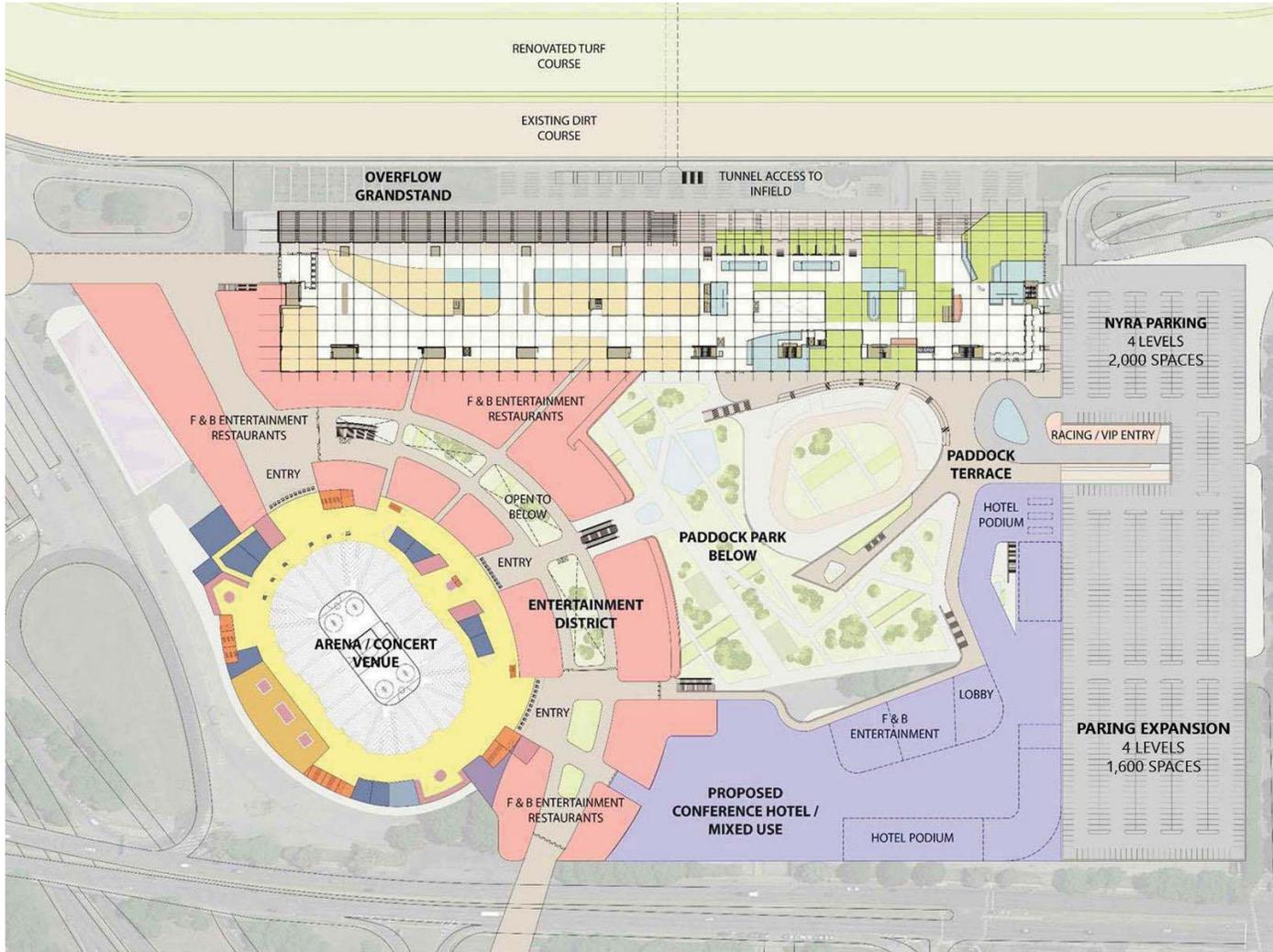


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MASTER PLAN: CONCOURSE LEVEL



DEVELOPMENT STATISTICS



ARENA		SQFT
EVENT		220,000
CONCOURSE		190,000
SUITES		85,000
UPPER CONCOURSE		122,000
PRESS BOX		20,000
TOTAL		637,000

RACETRACK			SQFT
ENTERTAINMENT/HOSPITALITY	East	West	
LEVEL 1	130,000	140,000	
LEVEL 2	120,000	145,000	
LEVEL 3	105,000	140,000	
LEVEL 4/MEZZANINE	100,000	2,800	
GFA	455,000	427,800	882,800
OUTDOOR SEATING AREAS			
LEVEL 2	30,000	37,000	
LEVEL 3	27,000	38,000	
MEZZANINE	28,000		
GFA	85,000	75,000	160,000
TOTAL GFA	540,000	502,800	1,042,800

ENTERTAINMENT DISTRICT		SQFT
EVENT GLA		160,000
EVENT B.O.H.		38,000
SUBTOTAL		198,000
CONCOURSE GLA		152,000
CONCOURSE B.O.H.		18,000
SUBTOTAL		170,000
BELMONT ENTRANCE		60,000
SUBTOTAL		60,000
ROOF TOP DISTRICT GLA		40,000
SUBTOTAL		40,000
TOTAL GLA		412,000
TOTAL B.O.H.		56,000

CONFERENCE HOTEL/MIXED USE		SQFT
EVENT LEVEL		130,000
PARCEL 1		30,000
PARCEL 2		90,000
PARCEL 3		10,000
LEVEL 2		260,000
TOTAL		390,000
*EXCLUDES HOTEL AREAS		

COLLATERAL DEVELOPMENT		SQFT
ROOF ENTERTAINMENT DISTRICT		40,000
TOTAL		40,000

CONCERT VENUE - ARENA

SEATING CAPACITY FOR HOCKEY: 17,200

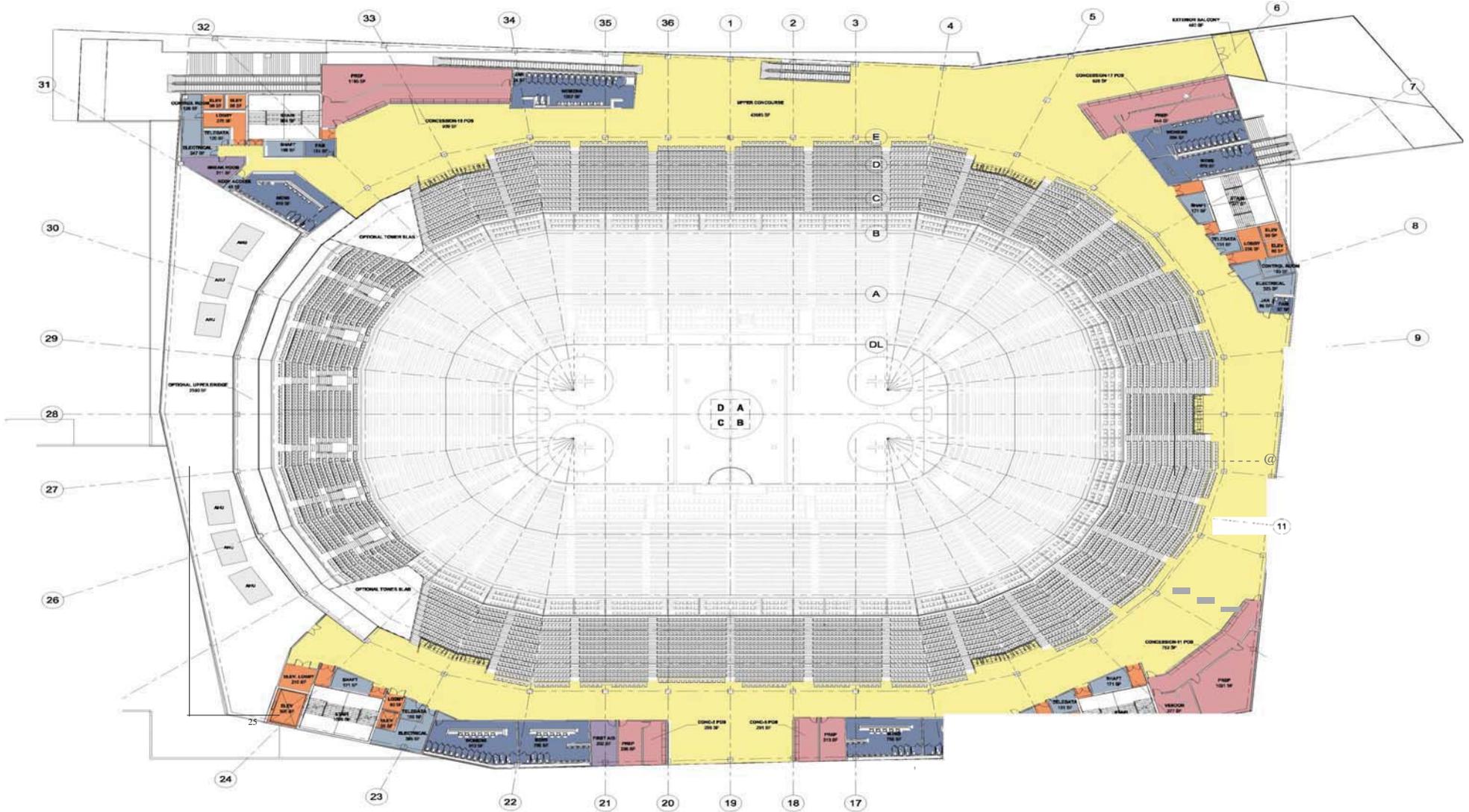
SEATING CAPACITY FOR CONCERTS: 18,800

SIZE: 658,910 square feet

FEATURES:

- Anticipated use for NHL hockey games, concerts, and other athletic events;
- State-of-the-art electronic access for all attendees;
- Constructed with significant environmental considerations to be designated a LEED certified sporting venue.

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UPPER CONCOURSE PLAN - HOCKEY



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SEATING CAPACITIES



SEATING CAPACITIES

- 17,200 HOCKEY TOTAL SEATING CAPACITY**
- 15,800 END STAGE 180° TOTAL SEATING CAPACITY**
- 16,750 END STAGE 220° TOTAL SEATING CAPACITY**
- 16,900 END STAGE 240° TOTAL SEATING CAPACITY**
- 17,500 END STAGE 270° TOTAL SEATING CAPACITY**
- 18,550 END STAGE 360° TOTAL SEATING CAPACITY**
- 18,800 CENTER STAGE TOTAL SEATING CAPACITY**
- 17,700 BASKETBALL TOTAL SEATING CAPACITY**

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END STAGE CONCERT BOWL RENDERING - 17,500 270° SEATING CAPACITY

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CENTER STAGE BOWL RENDERING - 18,800 SEATING CAPACITY

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BASKETBALL BOWL RENDERING - 17,700 SEATING CAPACITY



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SITE PLAN & EXTERIOR CONCEPT



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MAIN ENTRY PERSPECTIVE

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NORTH ENTRY PERSPECTIVE

RENOVATED BUILDING AND RACECOURSE

SEATING CAPACITY FOR HORSE RACING: 90,000

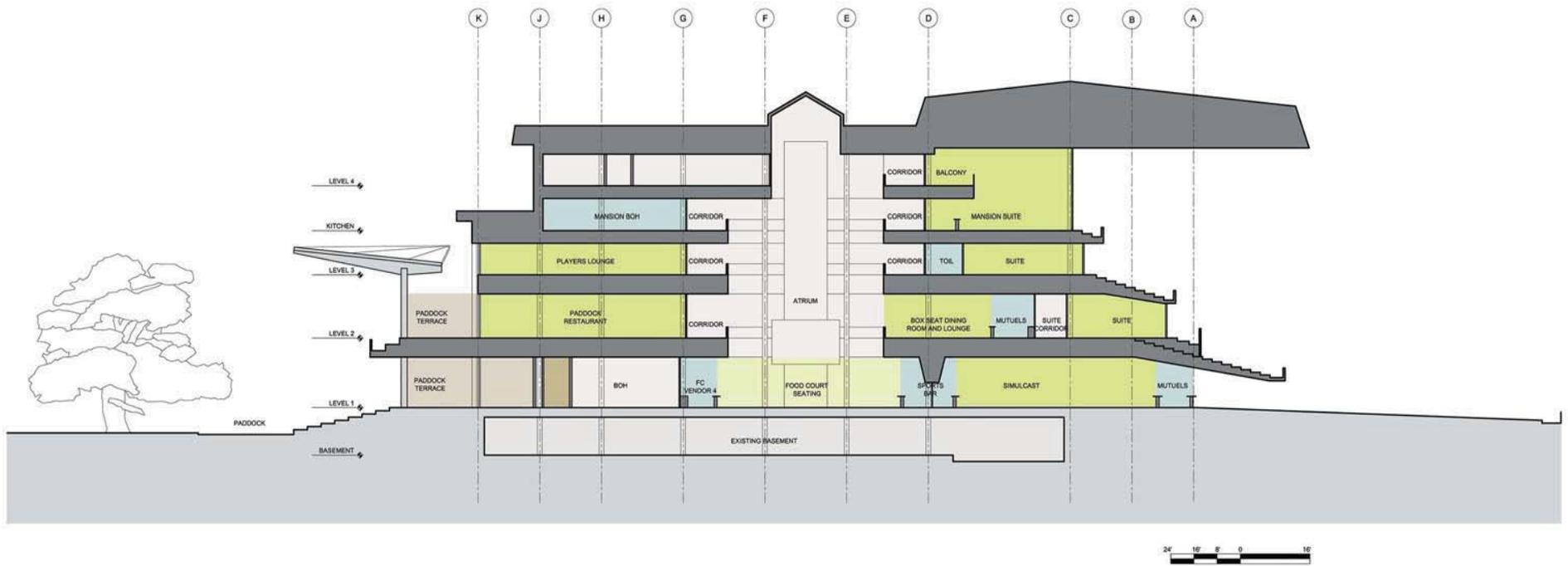
RENOVATED AREA: 455,000 square feet

FEATURES:

- Synthetic track for winter racing;
- Light stations for night racing in warm weather months;
- Renovated with significant environmental considerations to be designated a LEED certified sporting venue;
- Large sports bar and food court covering most of the first floor;
- Restaurants and terraces overlooking both the track and the paddock;
- State-of-the-art simulcast center; and
- Luxury suites, clubs, and amenities.

PADDOCK

RACE TRACK



With the renovations, fans and horse players will be able to use and enjoy all aspects of the structure, as NYRA will fully develop the paddock side of the building. Other tracks have successfully added seating and dining options overlooking the Paddock.

LEVEL 1

TRACK LEVEL AND PADDOCK PLAN



The first level's new features include a large sports bar and food court area, state-of-the-art simulcast center, and an interior paddock for use during NYRA's winter racing months.



SPORTS BARS



FOOD COURTS



SIMULCAST



The second level features restaurants oriented towards the track and also towards the paddock, as well as a new patio surrounding the paddock. A total of 12 luxury boxes are included. Luxury boxes have proven to be very successful at the Los Angeles track.

LEVEL 2

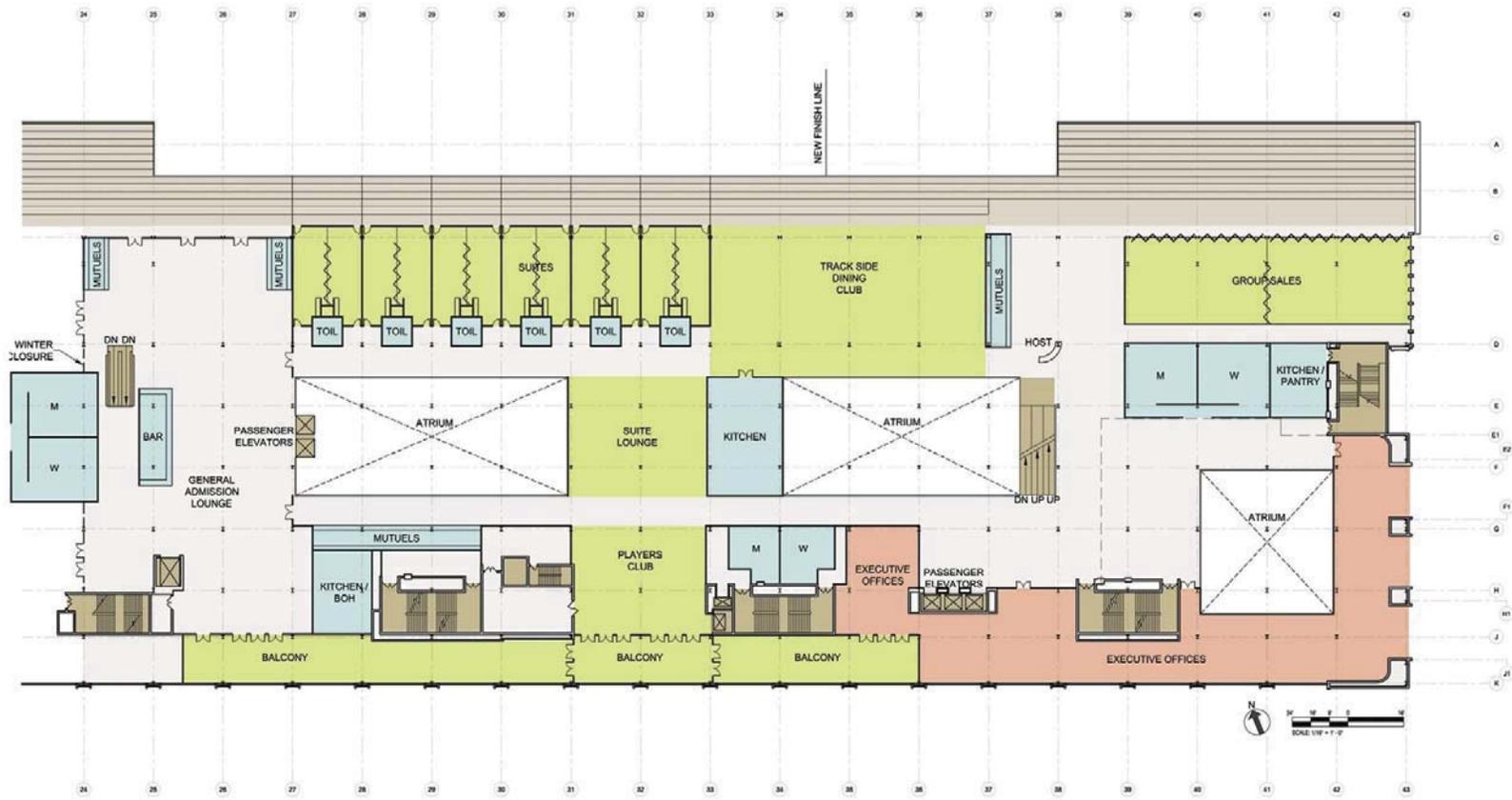
PRECEDENTS



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LEVEL 3

CLUBHOUSE, TRACKSIDE CLUB DINING, & GENERAL ADMISSION



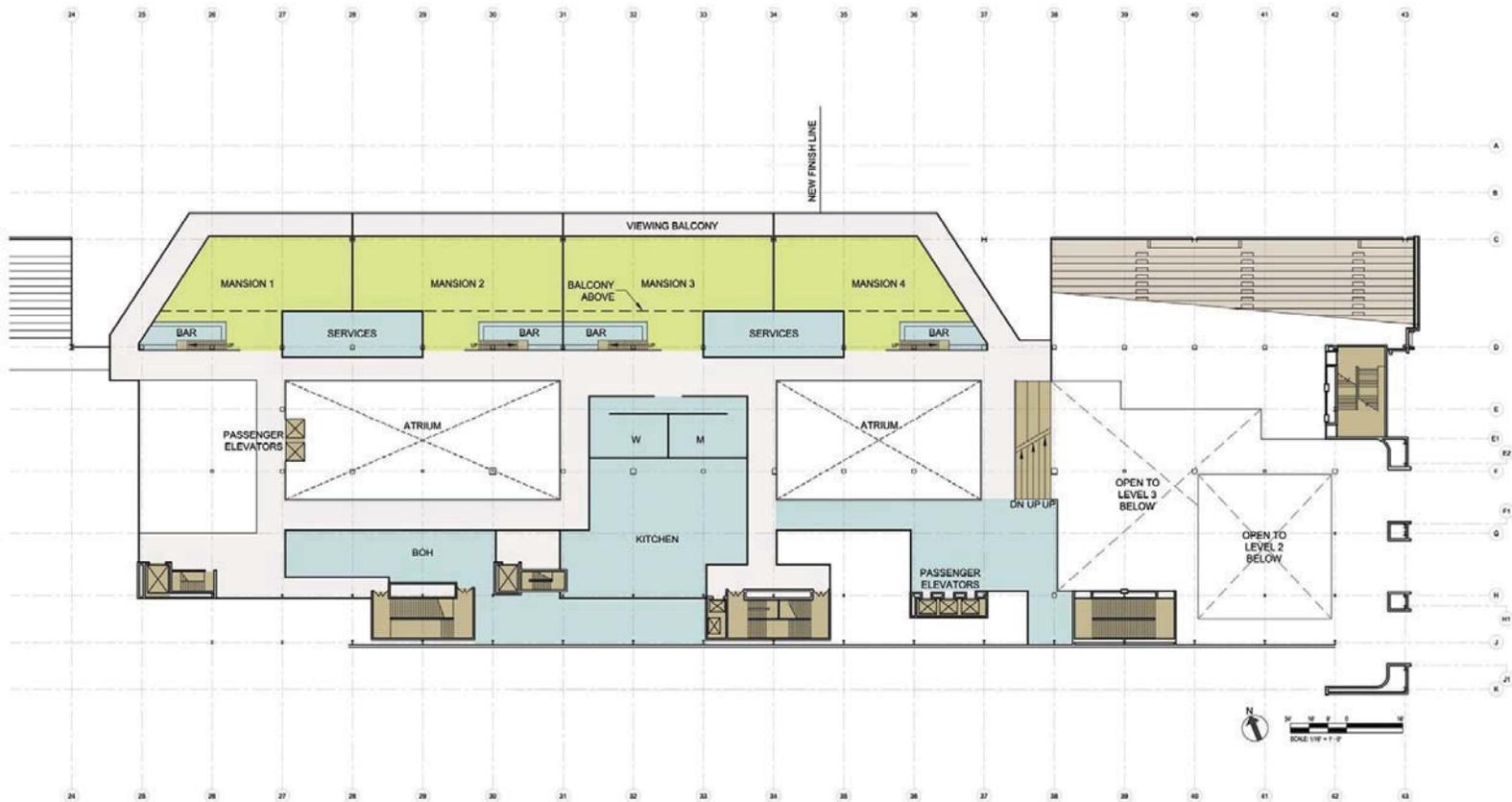
The third level features a restaurant for group sales, luxury boxes that could be rented on a daily basis, a special area for the most dedicated horse players (the Players Club) overlooking the Paddock, as well as a great viewing area for General Admission guests.





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SUITES LEVEL



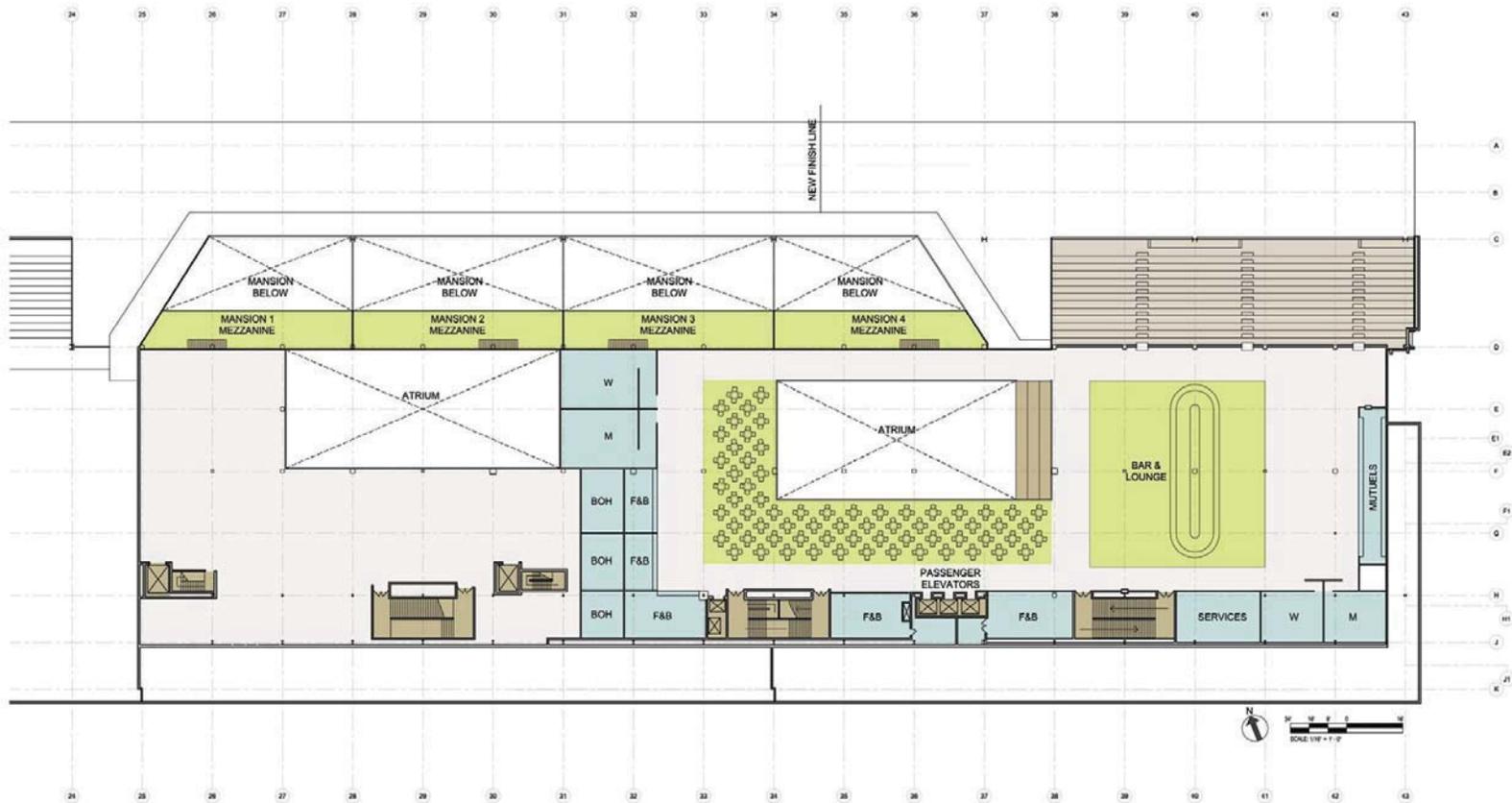
The fourth level features four spectacular suites that can be used for state-of-the-art hospitality on racing days, as well as a distinctive place throughout the year. A similar suite has been extremely successful at Churchill Downs.



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SUITES LEVEL

MEZZANINE LEVEL FOR SUITES



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CLUBHOUSE



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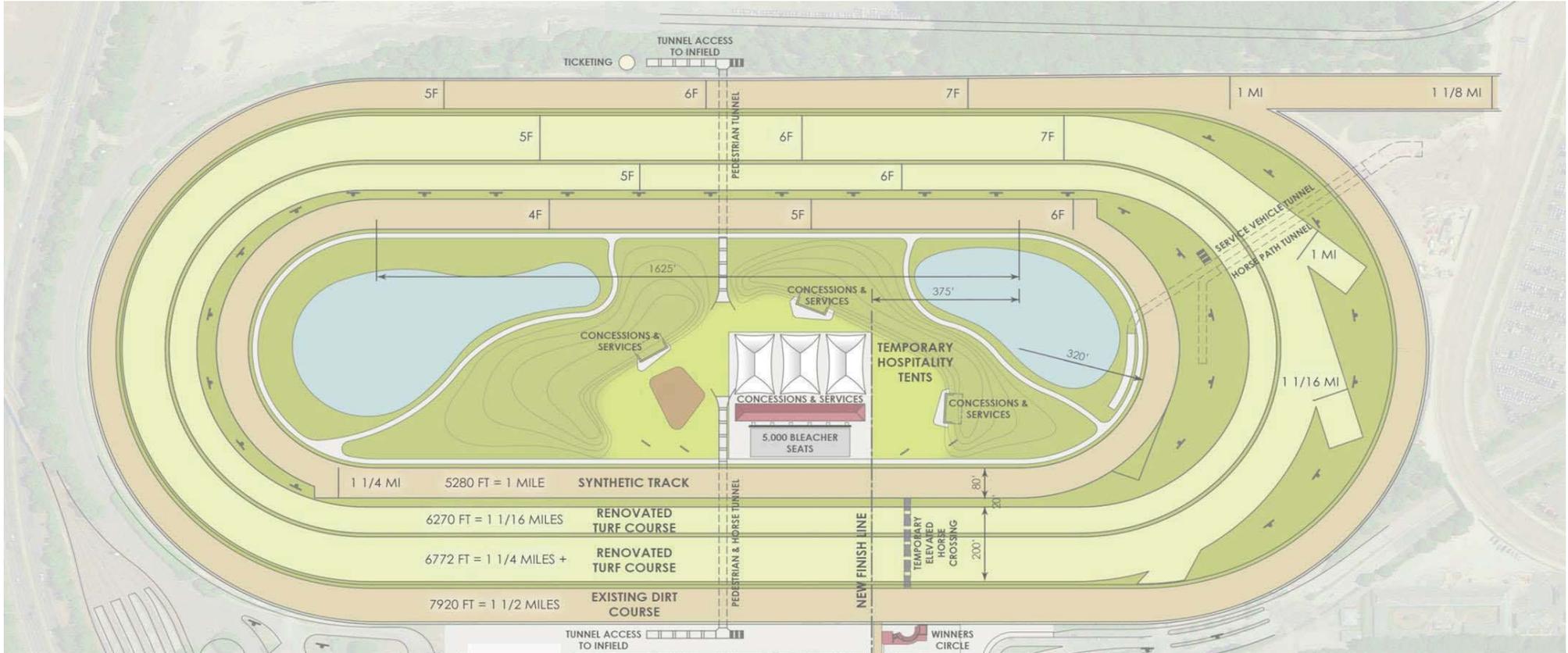


TRACKSIDE VIEW

Belmont Park Master Plan Update – November 14, 2016



RACECOURSE PLAN



Belmont Park will be the only racecourse in the country that offers dirt, turf and synthetic tracks. The dirt and turf tracks will be lighted for night racing during the warm weather months.

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BELMONT PARK AT NIGHT TRACKSIDE VIEW NIGHT RENDERING



Belmont Park would use state-of-the-art LED lighting, which results in several environmental, community and cost savings benefits.



BELMONT RACETRACK LIGHTING CRITERIA

Traditional Metal Halide (High Intensity Discharge) Sports Lighting:

- General Sports Lighting is normally 1500, or 2000 watt lamps.
- Lamp Life approximately 3000 hours.
- Emergency lighting requires hot restrike or UPS for selected lamps backed up by emergency generators.

State of the Art LED Lighting Solution

- Sports Lighting 680 to 800 Watt LED fixtures
- Lamp Life 50,000 hours
- Instant on no need for UPS backup
- Capable of being dimmed for theatrical events
- Electrical infrastructure reduced.
- Less Maintenance Required.
- Improved color rendition over metal halide for better HDTV presentation.

BELMONT RACETRACK LIGHTING COMPARISON

ENERGY SAVINGS:

	Traditional Metal Halide	LED
Quantity of Fixtures	2000	2000
Watts/Fixture	1600	680
Total KW	3200	1360
KWH Rate (Projected)	0.13	0.13
Operating Hours Per Evening Race Event	6	3.5 (Dimmed at Intermissions)
Cost per Event	\$2,496.00	\$618.80
Annual Operating Cost	\$139,776	\$34,652.80

Annual Energy Savings (Based on 56 Night Race Events): \$105,123.20

POTENTIAL UTILITY COMPANY INCENTIVES MAY BE AVAILABLE

TOTAL ESTIMATED LED CONSTRUCTION COST:

- LED Fixtures: \$6,700,000

TOTAL ESTIMATED METAL HALIDE CONSTRUCTION COST:

- Metal Halide Fixtures: \$5,400,000
- Metal Halide UPS System/Hot Restrike System: \$225,000
- Total Cost: \$5,625,000

ESTIMATED METAL HALIDE LAMP CHANGE COST:

- Two (2) Group Re-Lamping Over 25 Years
- Assume \$215,750 Cost Per Re-Lamping Lamp

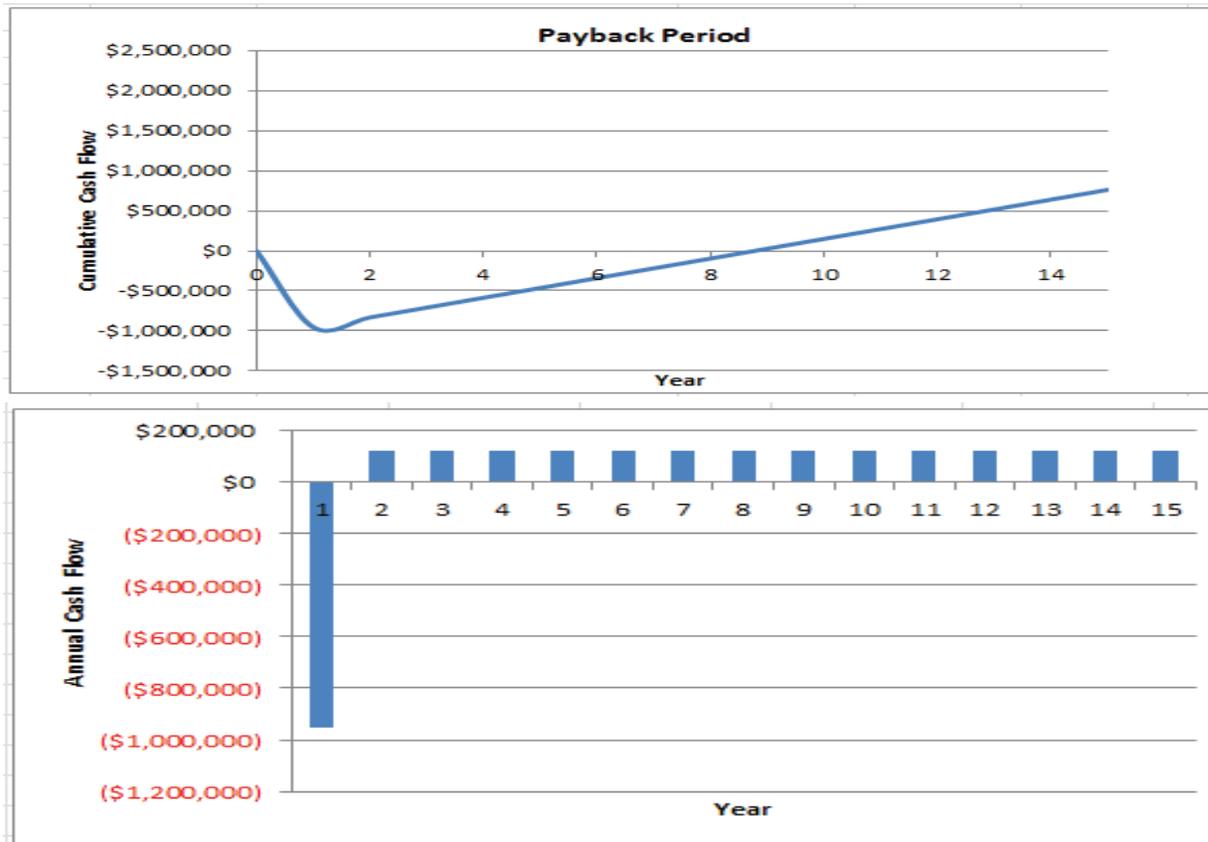
Change Cost = \$437,500

BELMONT RACETRACK LIGHTING COMPARISON

**SIMPLE PAYBACK (COMPARED TO METAL HALIDE FIXTURES) = 8.78 YEARS ESTIMATED
SAVINGS OVER LIFETIME OF FIXTURES (25 YRS) = \$1,984,580**

**Notes:

- Benefits of lamp changes were annualized to simplify payback calculations, with negligible difference versus iterative calculation
- Project cash flows were undiscounted and exclude nominal increases in future energy savings, income taxes, tax incentives, depreciation & maintenance



THE ENTERTAINMENT DISTRICT

FEATURES:

- The optimal Entertainment District would mirror that of Universal Orlando's CityWalk or Disney Springs, with approximately 80-85% of space dedicated to restaurants, clubs and entertainment-oriented venues.
- The Entertainment District will tie together the two sporting venues, and be adjacent to the Park and Hotel properties.
- The Entertainment District is immediately accessible for those taking the train or driving their car to Belmont Park.

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THE ENTRANCE TO BELMONT PARK BY TRAIN



The entrance to the Entertainment District by train will become a gateway to Belmont Park in the tradition of the great train stations of Europe.



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THE ENTRANCE TO BELMONT PARK BY TRAIN



The entrance to Belmont Park will convey a sense of arrival at a great destination, like this station at Windsor – only with a modern architectural look and feel that appeals to young and urban demographic groups.

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THE ENTRANCE TO BELMONT PARK BY TRAIN



Those arriving by Train will immediately feel a sense of arrival at a special place – one with excitement and energy.



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ENTERTAINMENT DISTRICT



View of Entertainment District

The openness of the Entertainment District creates visual and wayfinding clarity, as well as a sense of security.



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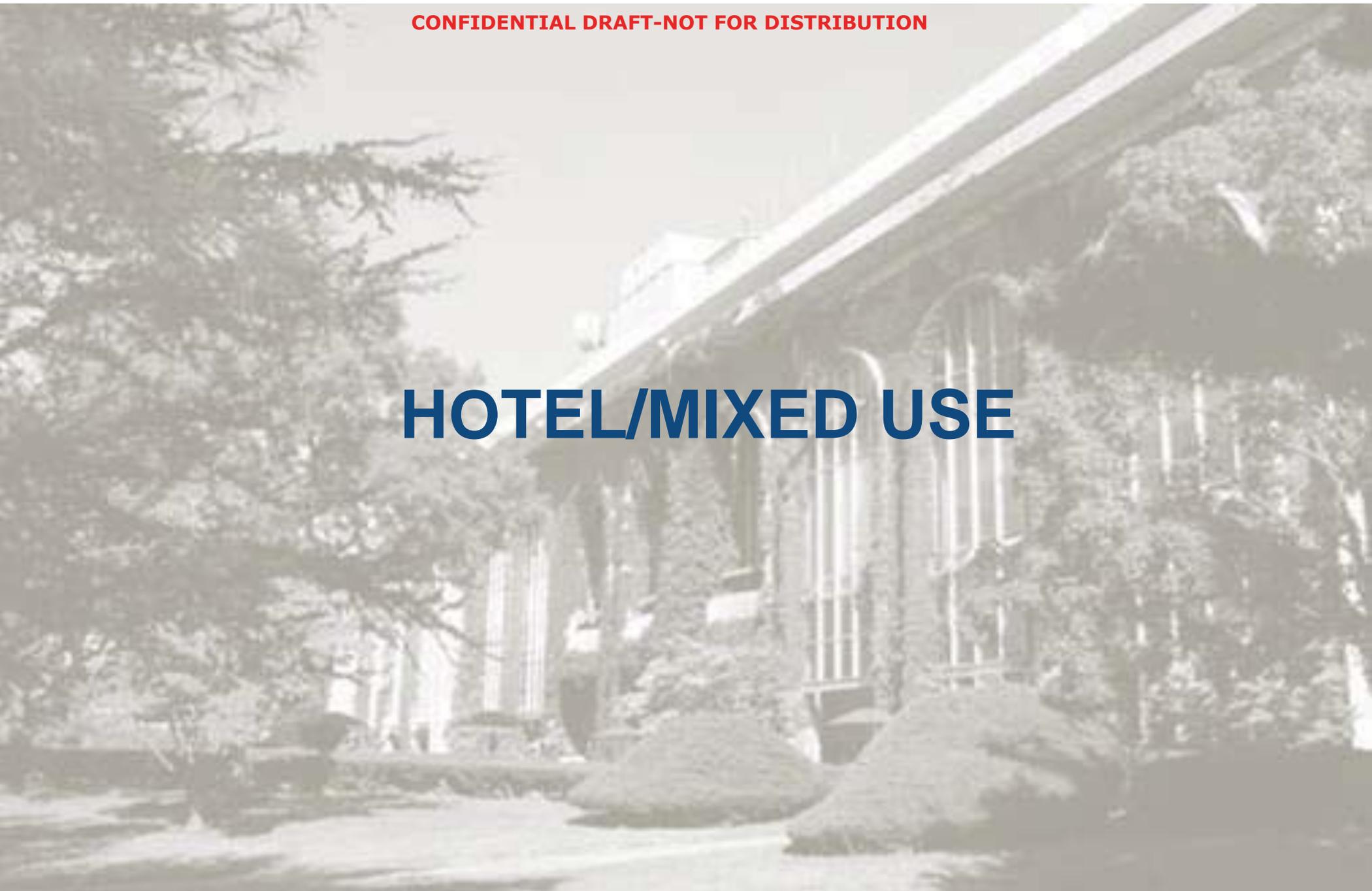
THE ENTRANCE TO THE ENTERTAINMENT DISTRICT FROM PARKING STRUCTURE



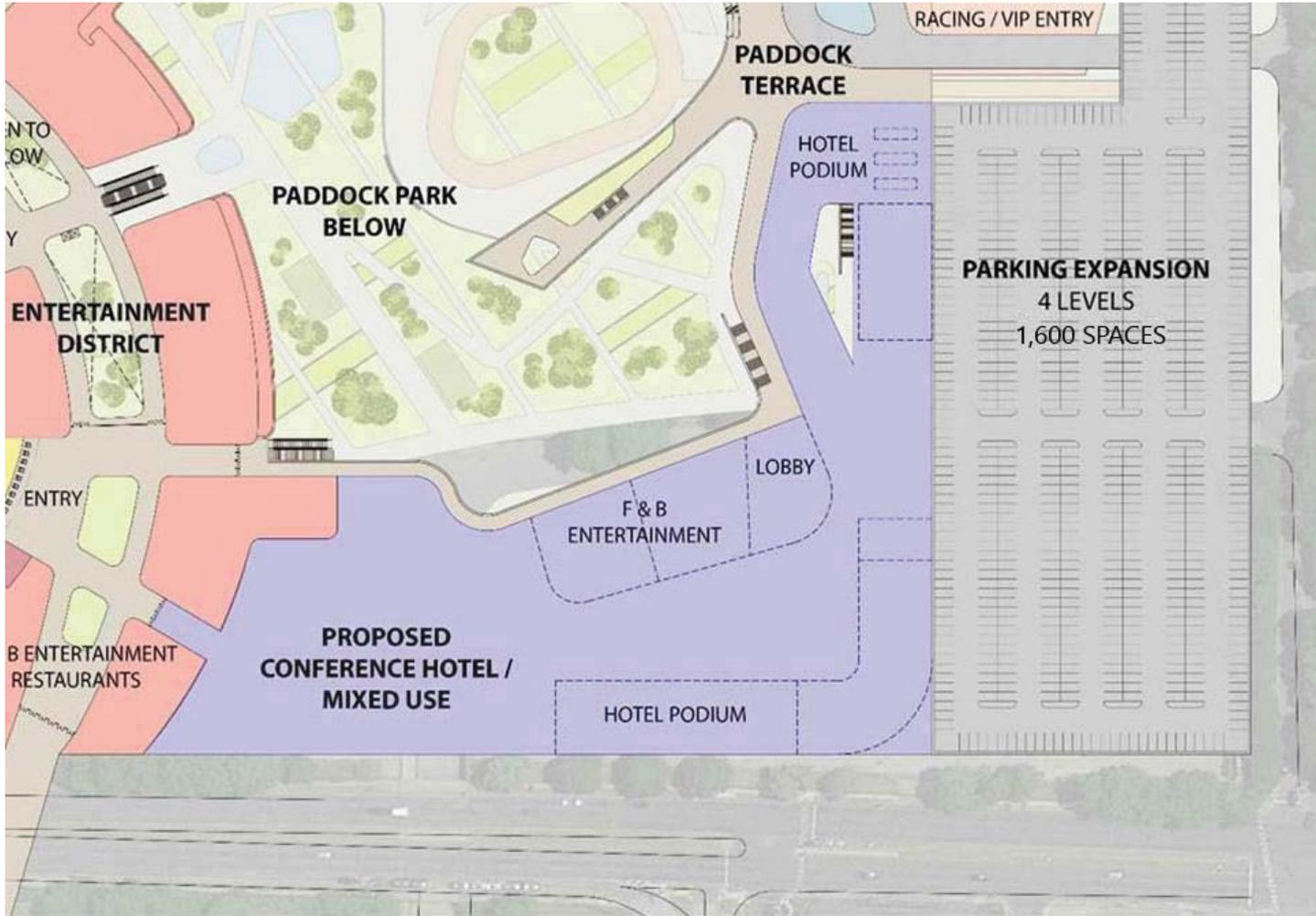
Direct Access to the Arena and Entertainment District from the Parking Garage

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HOTEL/MIXED USE



HOTEL / MIXED USE



Hotel Complex and Convention Space

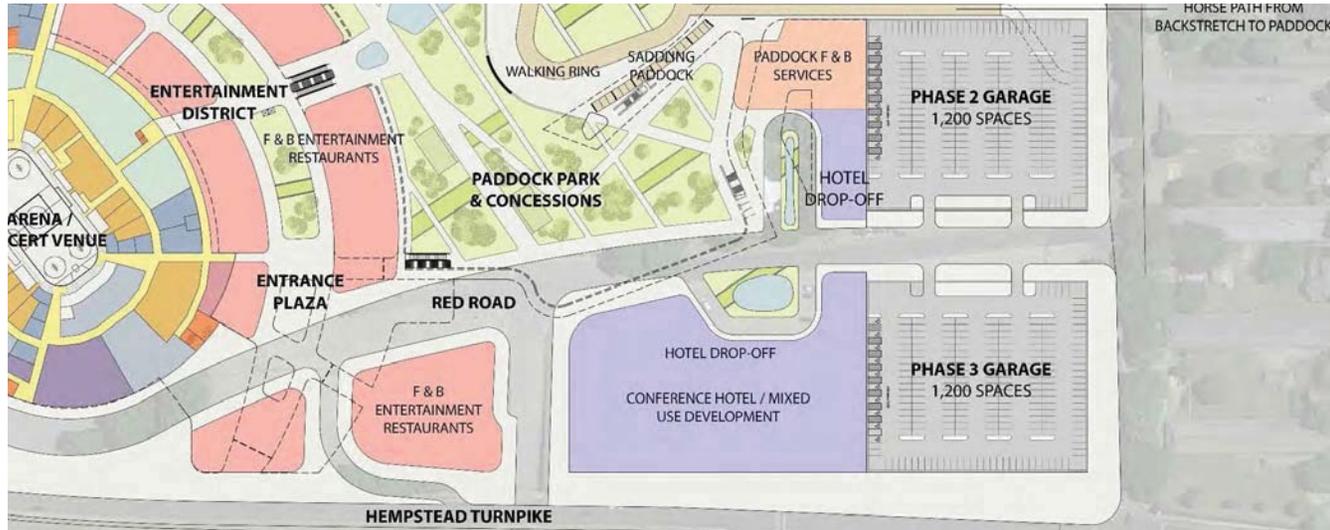
The Research Associates has conducted a demand analysis demonstrating a real need/opportunity for 3-star and 4-star hotels on site.

With Belmont Park's location only 8 – 12 miles from JFK and LGA airports, respectively, this site has significant potential for conventions.

Under the current plans, there is almost 400,000 square feet available for programming.

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HOTEL & MIXED USE DEVELOPMENT



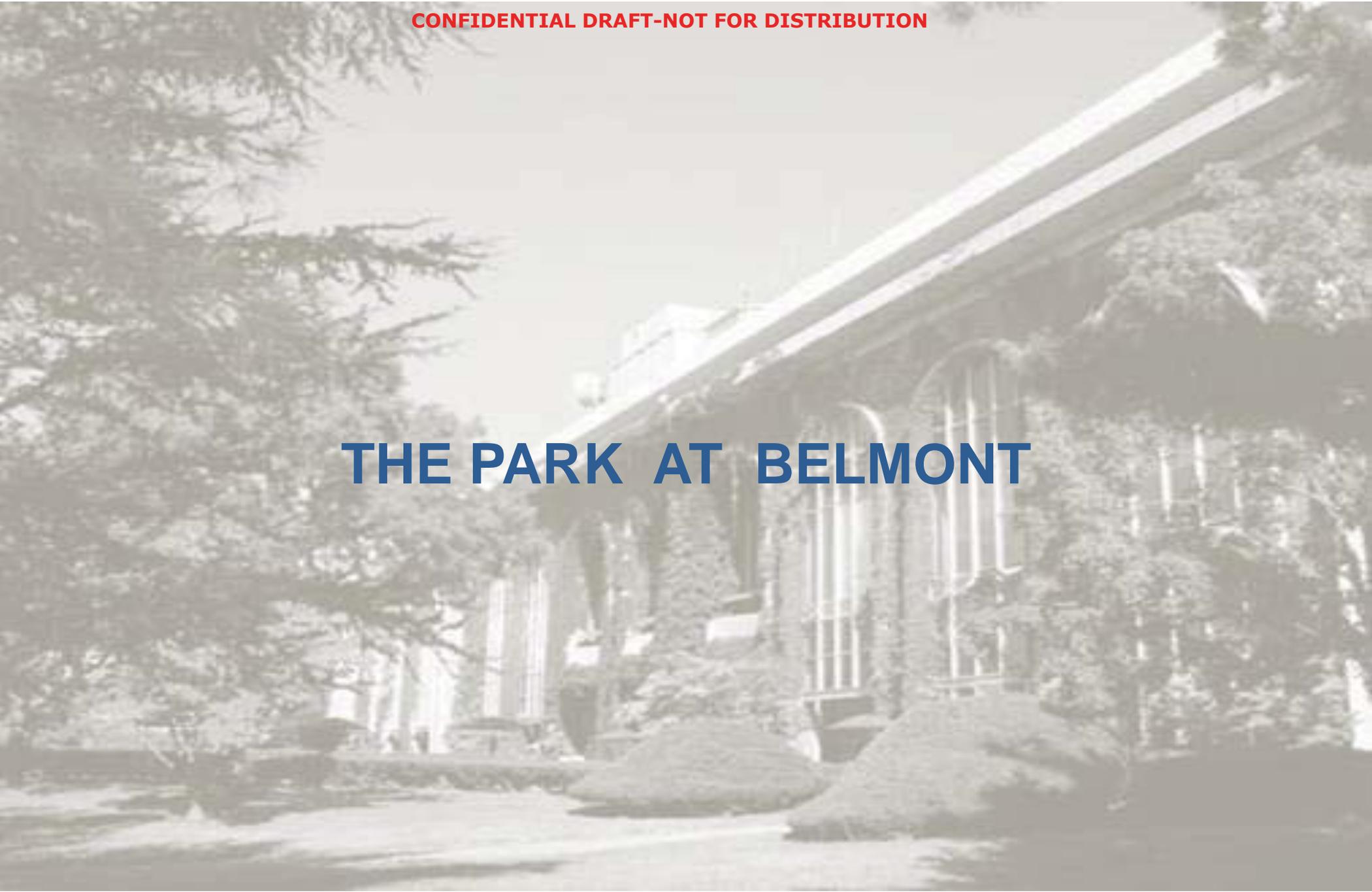
Level One



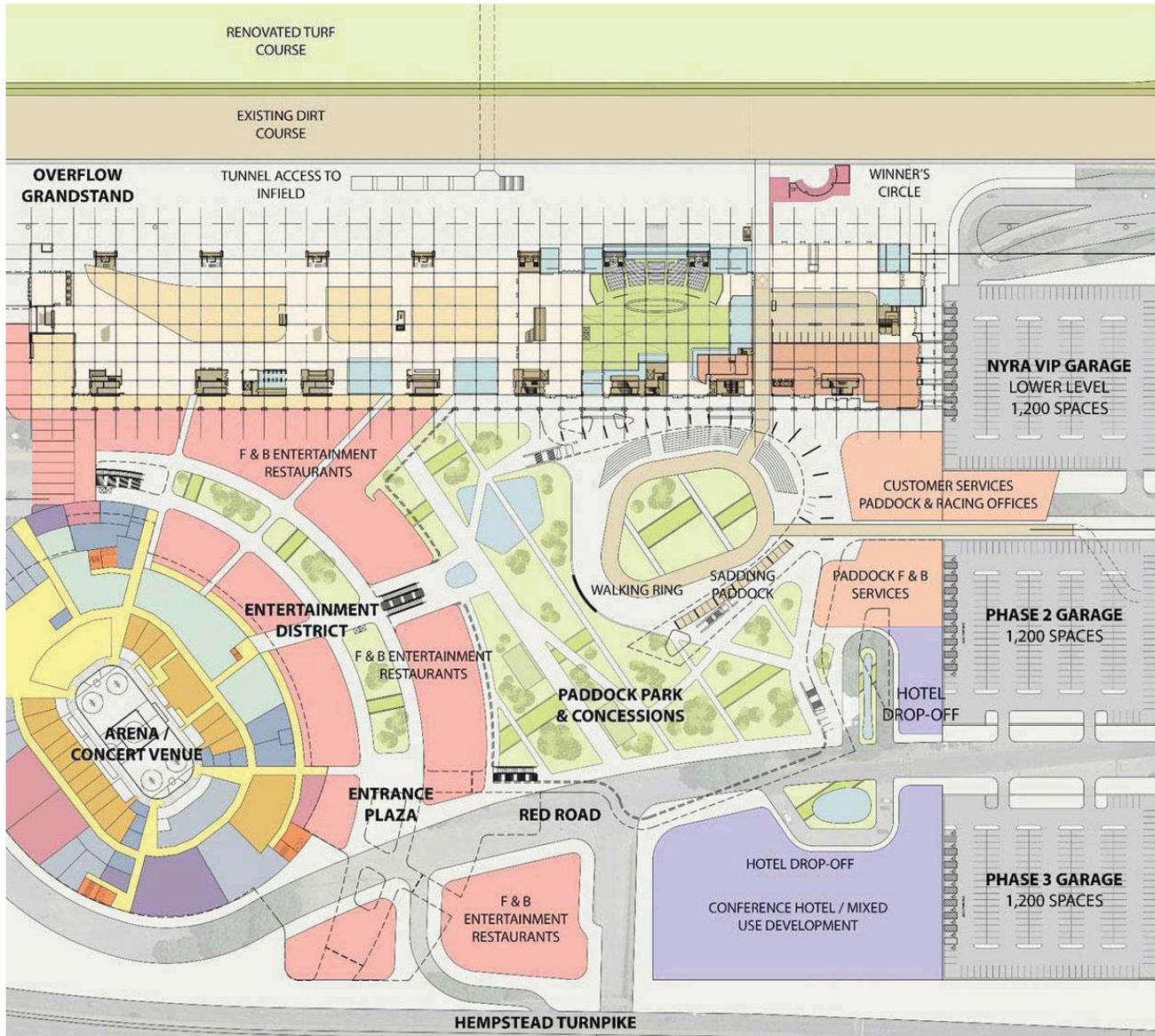
Concourse Level

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THE PARK AT BELMONT



PARK AND PADDOCK SITE PLAN



The Park at Belmont – A new identity and focal point for the development.

Long one of the region's great public spaces, Belmont Park is known to New Yorkers and people from around the world as a stage for historic thoroughbred racing events and a celebrated destination. The master plan for Belmont Park transforms the historic saddling paddock into a modern gathering place for those visiting all the many new venues of Belmont and possibly a park for the community.

Approximately seven acres, the Park at Belmont is similar in size to many of the iconic urban parks of Manhattan such as Union Square Park (6.51 acres) and Madison Square Park (6.23 acres). These parks are the focal point of a large urban community providing a gracious open space for the workers, shoppers and families to gather and celebrate life in the city. The Park at Belmont will provide the same enjoyment.

The area will also serve as the popular "backyard" for horse racing fans on race days – where friends and families can picnic in the Park while enjoying the races.



BRYANT PARK (9.6 Acres)



MADISON SQUARE PARK (6.23 Acres)



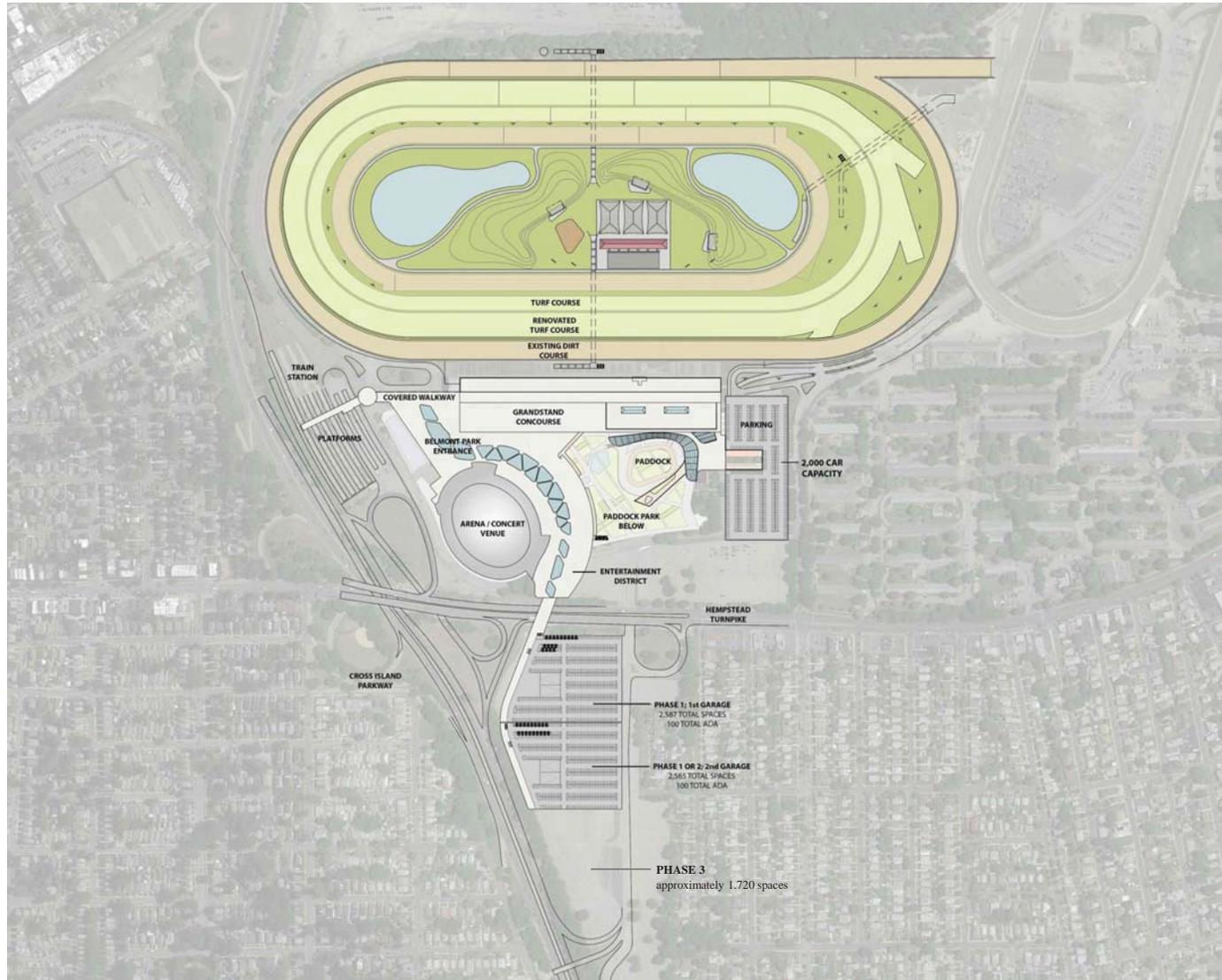
UNION SQUARE PARK (6.51 Acres)



STRUCTURED PARKING

- Structured parking north of Hempstead Turnpike (adjacent to Belmont race course development)
- Structured parking south of Hempstead Turnpike (moving sidewalks on bridge take guests directly to Entertainment District and Arena)
- Structured parking south of Hempstead Turnpike can be built in 3 stages, dependent on actual demand for more parking.
- All structured parking garages are proposed to have solar panels on roofs, generating significant electrical power.

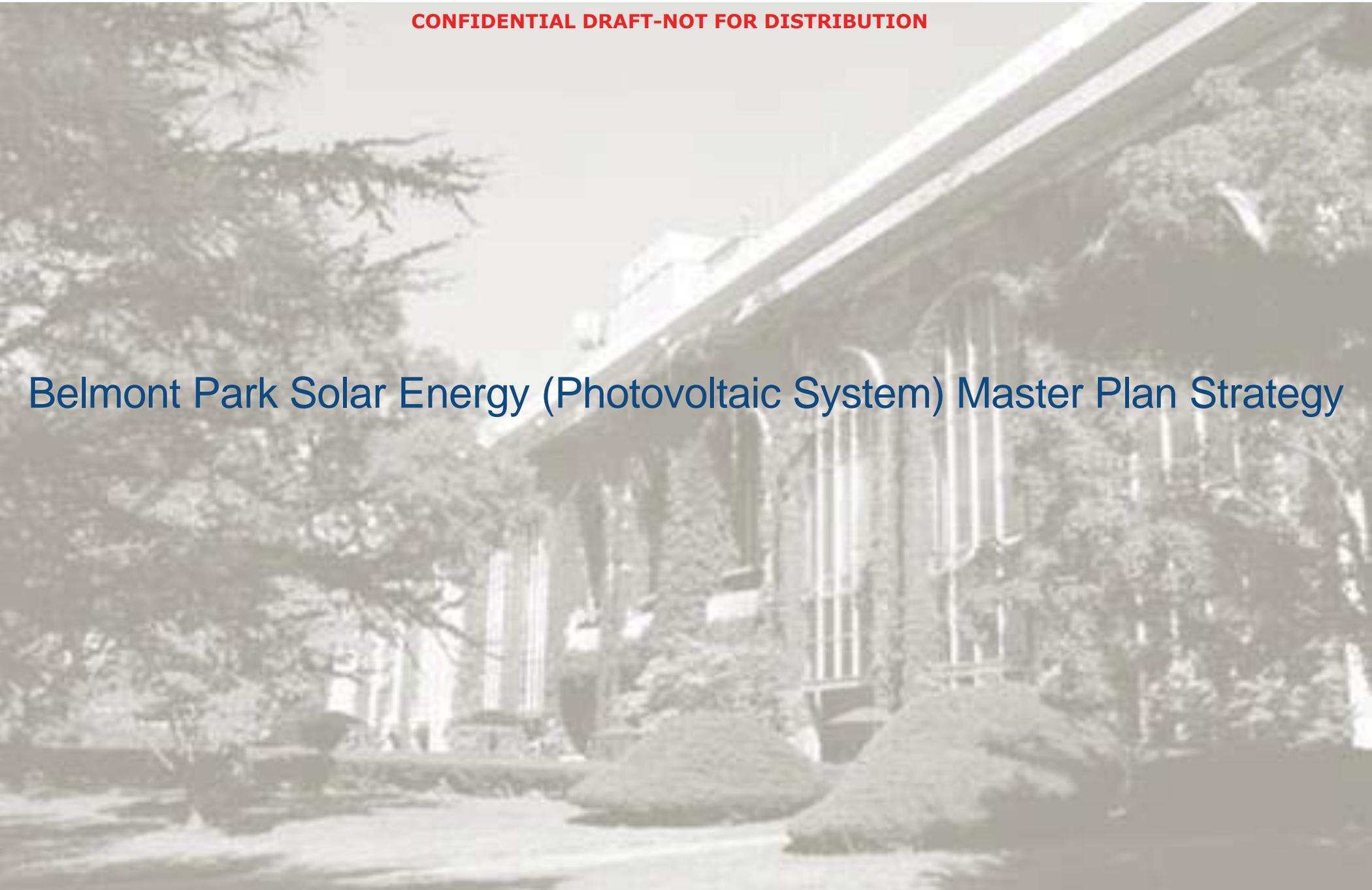
STRUCTURED PARKING



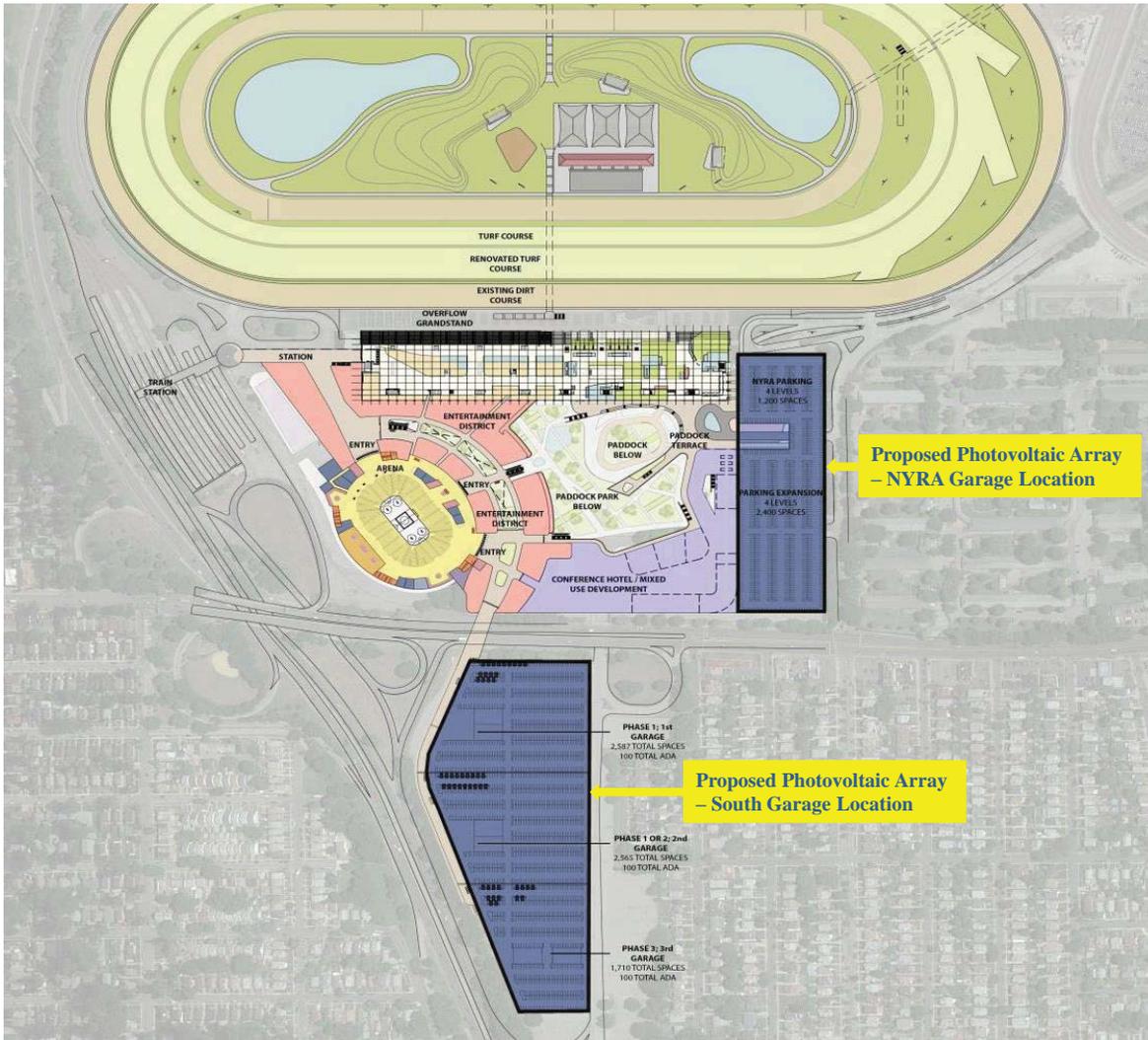
The structured parking south of Hempstead Turnpike can be built in phases, to coincide with the phased construction of the development. The space not currently used for structured parking can serve as additional surface parking.

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Belmont Park Solar Energy (Photovoltaic System) Master Plan Strategy



SOLAR ENERGY CONCEPT DESIGN STRATEGY – OVERALL CAMPUS

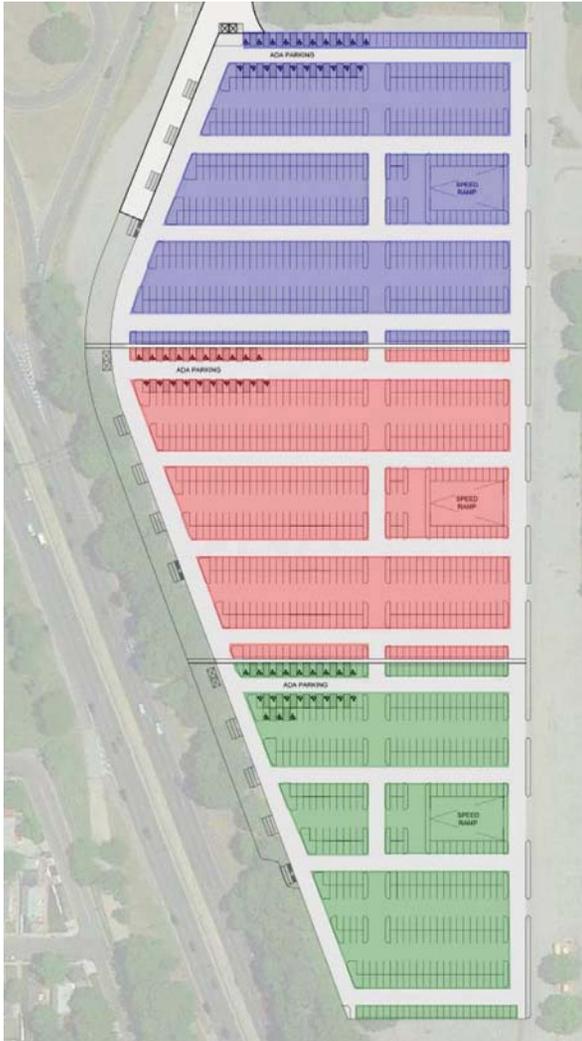


Campus Solar Energy Strategy

The Belmont Park Site has substantial building footprint area available with the potential to develop a significant Photovoltaic System as an on site renewable energy source, placing Belmont Park at the forefront of sustainable in the State of New York and the Entertainment Industry. The PV system will provide substantial financial benefit by offsetting the campus's yearly energy cost.

1. Electric Utility (PSE&G Long Island) sets base limits to array size at 3MW PV Rating per customer.
2. Each entity at Belmont Park could act as separate utility customer to utilize dedicated PV Array of up to 3MW PV Rating.
3. Full Build for Belmont Park Campus targets a total of 9MW of on site PV generation, with an approximate 10 year payback timeline.
4. Additional incentives could be pursued to further reduce payback timeline:
 - a. New York State Property Tax Incentive (PTI)
 - b. New York State Solar Sales Tax Incentive (STI)
 - c. NY-Sun Incentive Program
 - d. Federal Business Energy Investment Tax Credit (ITC)
 - e. Modified Accelerated Cost-Recovery System (MACRS)

PHOTOVOLTAIC SYSTEM SPECIFICATION AND COST BENEFIT ANALYSIS



Phase 1 Lot

Array Area: 146,632 sf
Quantity of PV Modules: 8,127
PV Rating: 2.5MW*
*With 310W PV Module

Phase 2 Lot

Array Area: 147,900 sf
Quantity of PV Modules: 8,197
PV Rating: 2.5MW*
*With 310W PV Module

Phase 3 Lot

Array Area: 112,341 sf
Quantity of PV Modules: 6,226
PV Rating: 2.0 MW*
*With 310W PV Module

South Parking Garage Site

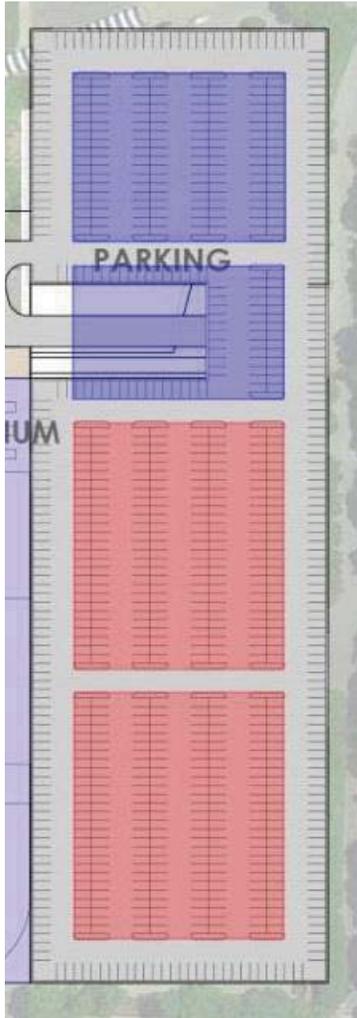
Full Build Specification

1. Mounting Configuration: Parking Canopy
2. Basis of Design PV Module: Solarworld Sunmodule Plus 310W MONO
3. Total Array Area: 406,873 sf
4. Total Quantity of PV Modules: 22,550
5. Total PV Rating: 7.00MW
6. System Life Expectancy: 20 - 25 years

Cost Benefit Analysis – Full Build

1. Net Annual Electric Utility Cost Savings: \$1,327,580
2. System Cost: \$20,820,000
Note: System Cost is inclusive of PV System and structural support above the parking garage.
3. System Cost after 30% Federal Tax Credit: \$14,574,000
4. Simple Payback Period: 10 years

PHOTOVOLTAIC SYSTEM SPECIFICATION AND COST BENEFIT ANALYSIS



NYRA Lot

Array Area: 61,564 sf
Quantity of PV Modules: 3,420
PV Rating: 1.0MW *
*With 310W PV Module

NYRA Lot Expansion

Array Area: 101,322 sf
Quantity of PV Modules: 5,629
PV Rating: 1.7MW*
*With 310W PV Module

NYRA Parking Garage Site

Full Build Specification

1. Mounting Configuration: Parking Canopy
2. Basis of Design PV Module:
Solarworld Sunmodule Plus 310W MONO
3. Total Array Area: 162,886 sf
4. Total Quantity of PV Modules: 9,049
5. Total PV Rating: 2.7MW
6. System Life Expectancy: 20 - 25 years

Cost Benefit Analysis – Full Build

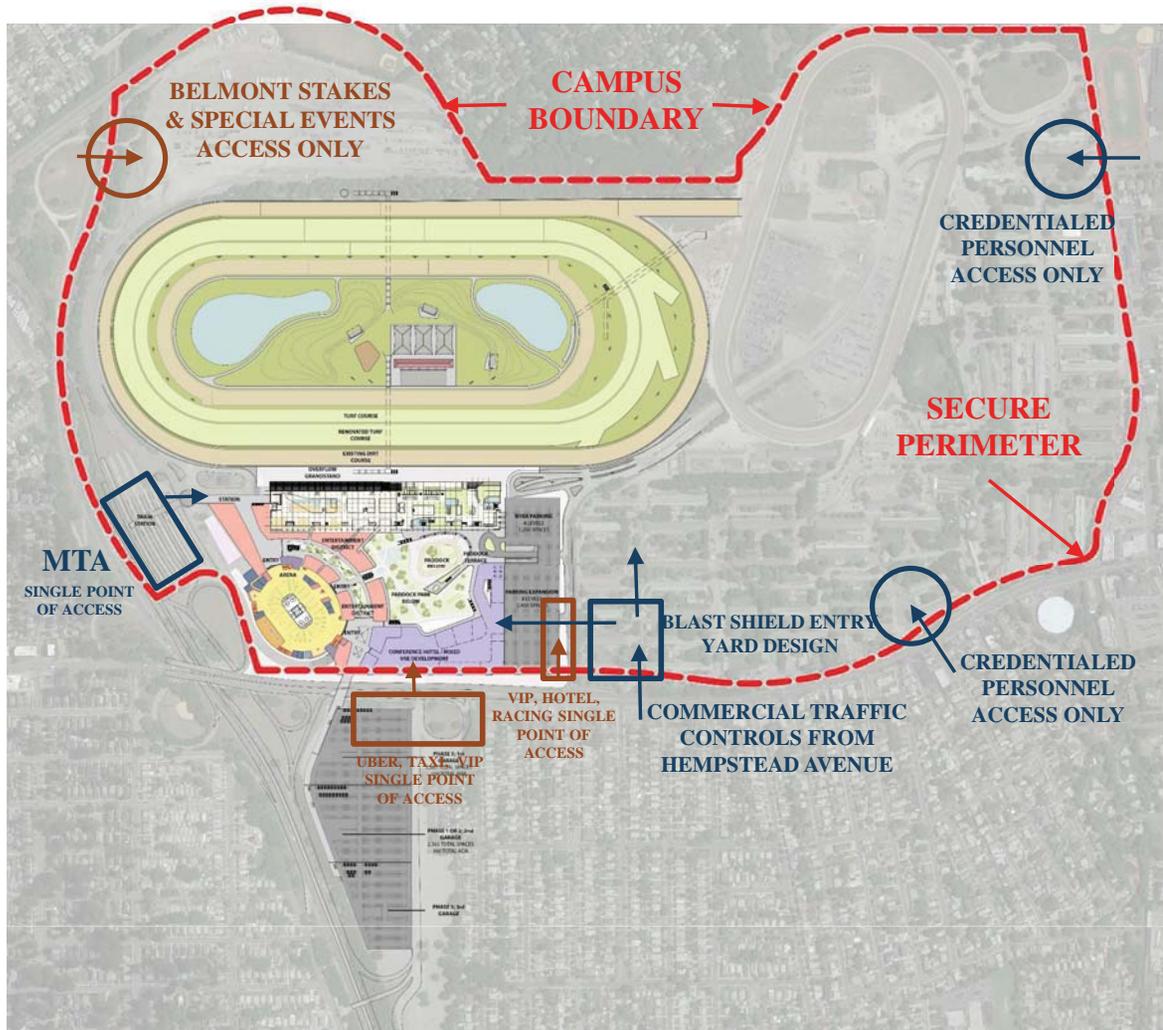
1. Net Annual Electric Utility Cost Savings: \$535,623
2. System Cost: \$8,400,000
Note: System Cost is inclusive of PV System and structural support above the parking garage.
3. System Cost after 30% Federal Tax Credit:
\$5,880,000
4. *System Cost is inclusive of PV System and structural support above the parking garage.
5. Simple Payback Period: 10 years

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PUBLIC SAFETY MASTER PLAN STRATEGY

This development will be built to have a secure perimeter, and limited points of entry/exit, making it one of the safest venues for sporting events and conventions in the country.

PUBLIC SAFETY MASTER PLAN – OVERALL CAMPUS

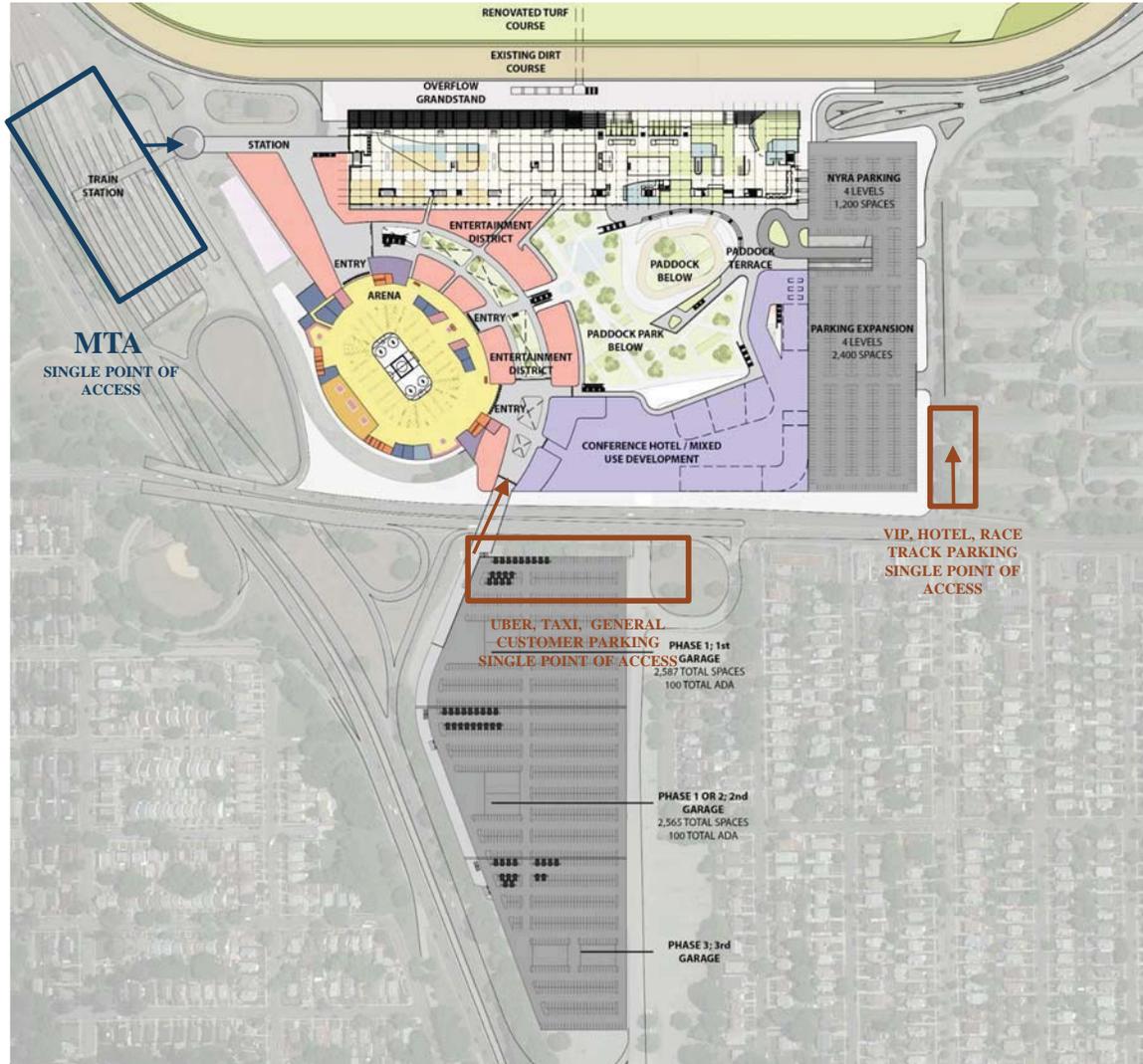


Campus Wide Strategy-Emphasis on Security

The initial draft public safety master plan strategy at Belmont Park outlines a unique opportunity to design and create an innovative, secure and cost-effective development plan that:

1. Has the capability to control entry & exit points on the Campus.
2. Provides the ability to own and control the movement of people through an integrated security design.
3. Envisions a secure MTA rail and surface transportation via a point to point system with an established multi-layered security infrastructure.
4. Includes an MTA Station which provides a single point of transit access with immediate proximity to multiple event venues and seamless security protocols.
5. Limits commercial traffic to single point of access from the existing streetscape providing significant separation from all public venues and incorporates a state of the art screening facility with blast shield design.
6. Leverages threat detection capability and air space restrictions provided by the FAA given proximity to JFK International Airport.

PUBLIC SAFETY MASTER PLAN – PUBLIC VENUES

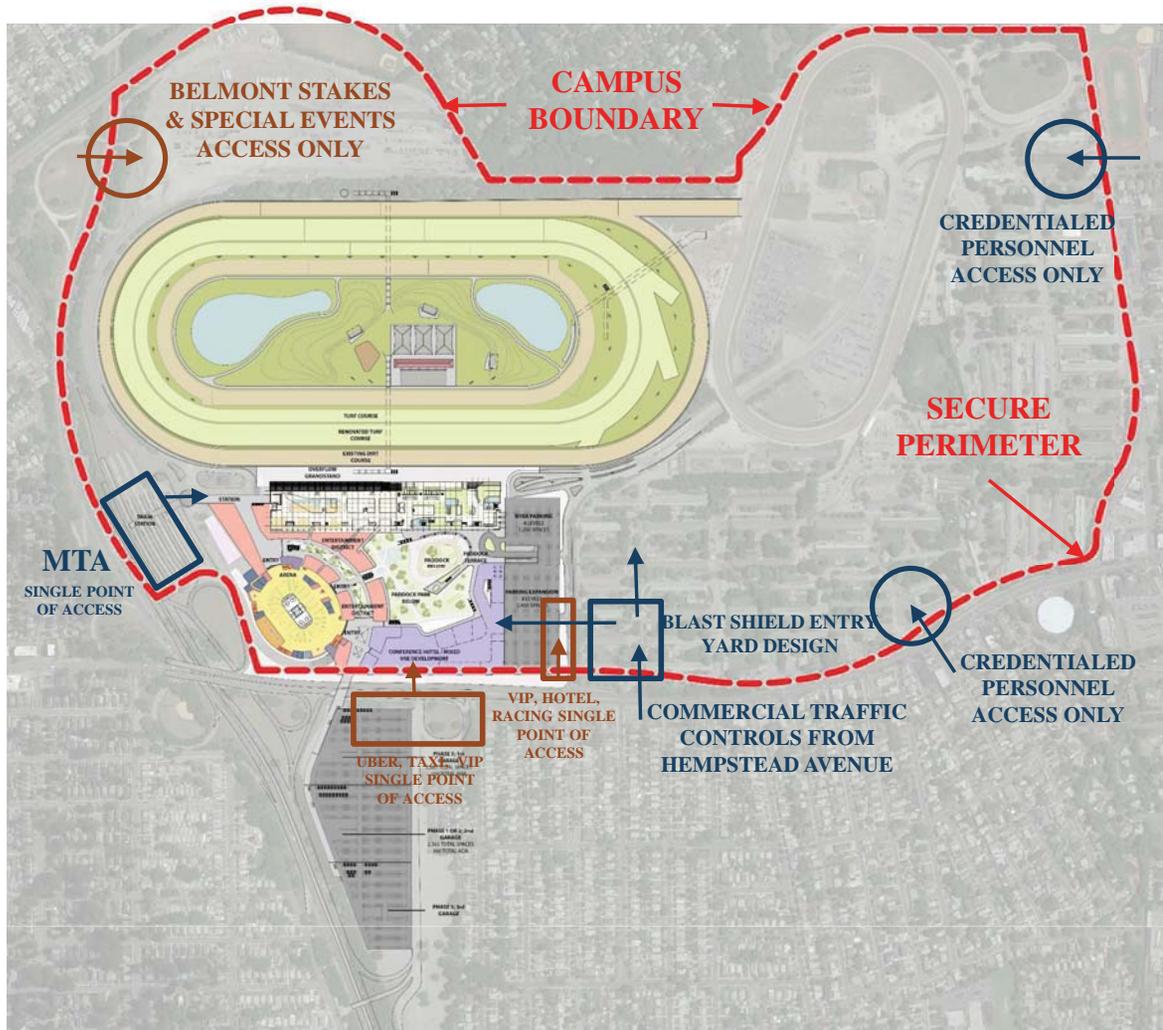


Public Venues Strategy

The draft public safety master plan strategy envisions an integrated design to secure individual venues with an innovative and cost-effective planning approach that:

1. Can dedicate scalable vehicle security checkpoints to all public venues from specific strategic perimeter locations.
2. Can predict and influence guest traffic and movement into and within the campus.
3. Has the capability to control and scale up appropriate security solutions to accommodate guest screening and flow.
 - Data analytics
 - Magnetometers
 - Bag Screening
 - CCTV
 - Canine
4. Can seamlessly integrate Federal, State and local Public Safety assets, systems and infrastructure.

PUBLIC SAFETY MASTER PLAN – INCIDENT RESPONSE



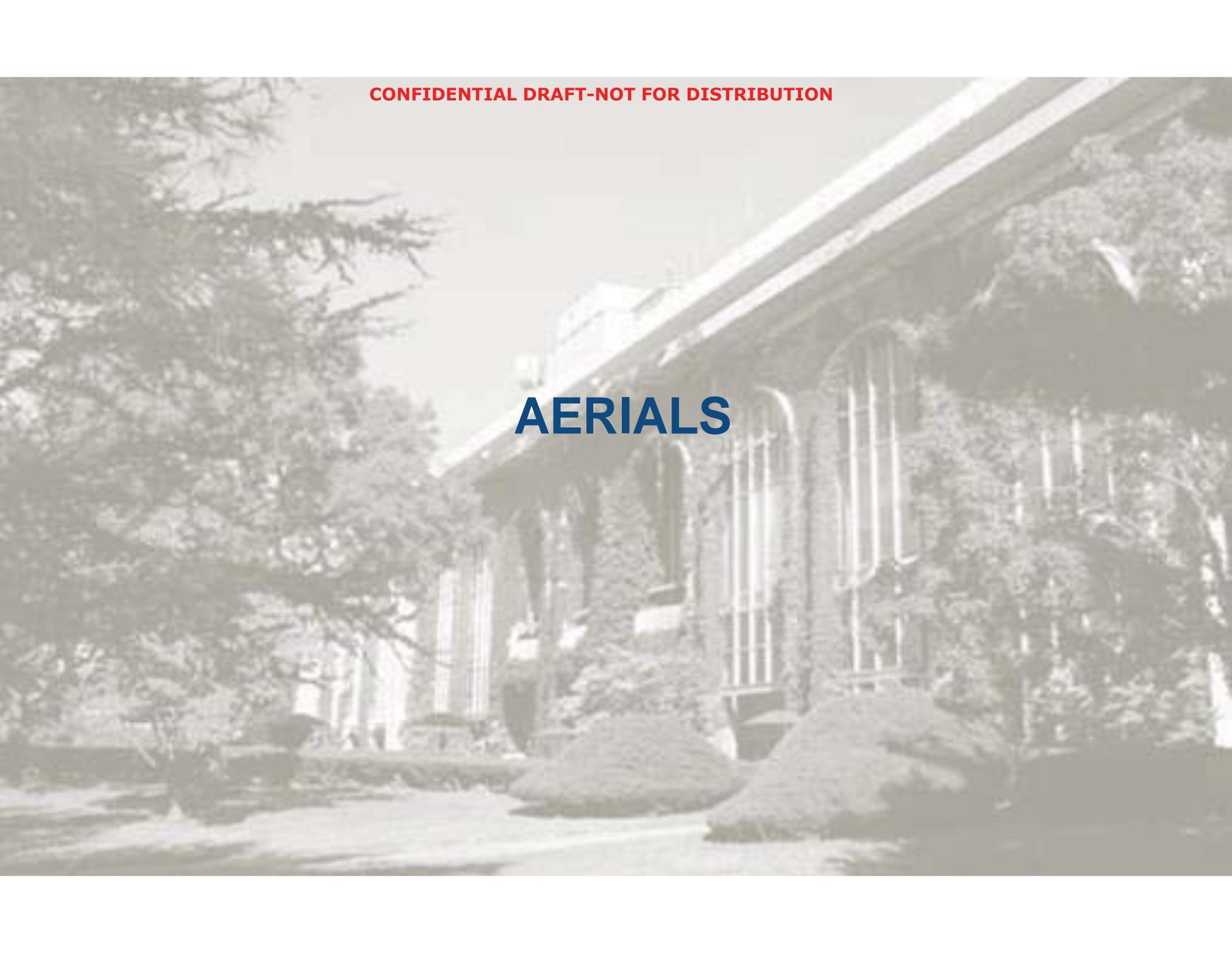
Incident Response Strategy

The draft public safety master plan strategy provides an innovative and cost-effective infrastructure that supports seamless incident response and crisis management strategies unparalleled in the event management industry. Our plan:

1. Proposes an integrated private and public safety operations center to mitigate and manage the potential public safety risks inherent in our evolving global threat environment.
2. Constructs a central command and control center with the capability, in real time, to effectively deploy incident response assets to safely evacuate guests and protect the public.
3. Incorporates a cyber security capability to detect, analyze and mitigate digital attacks.
4. Provides abundant site area to optimize tactical and first responder operations.

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AERIALS

An aerial photograph of a large, multi-story building with a prominent arched entrance and a long, covered walkway. The building is surrounded by trees and landscaping. The image is overlaid with a semi-transparent white box containing the text 'AERIALS' in blue and 'CONFIDENTIAL DRAFT-NOT FOR DISTRIBUTION' in red.

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BELMONT PARK DEVELOPMENT

AT NIGHT



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BELMONT PARK DEVELOPMENT

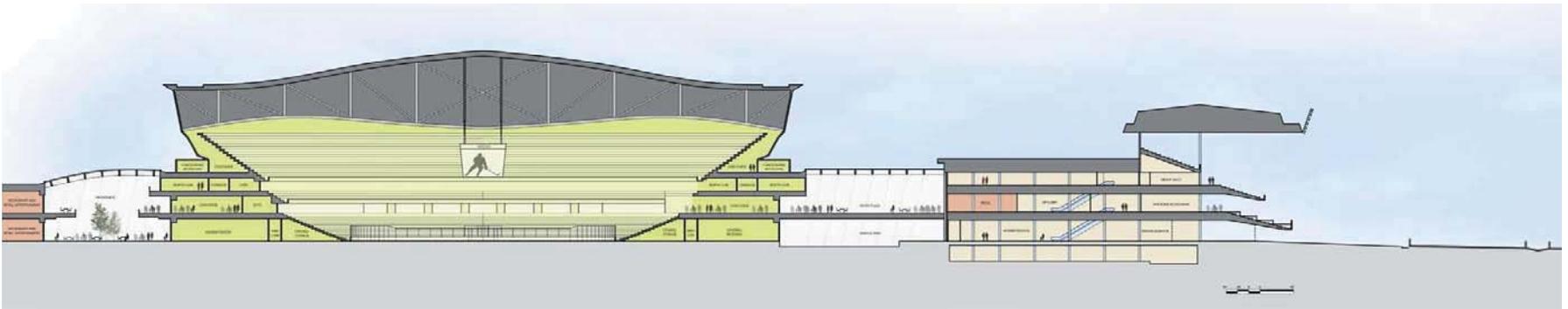
EAST-WEST



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BELMONT PARK DEVELOPMENT

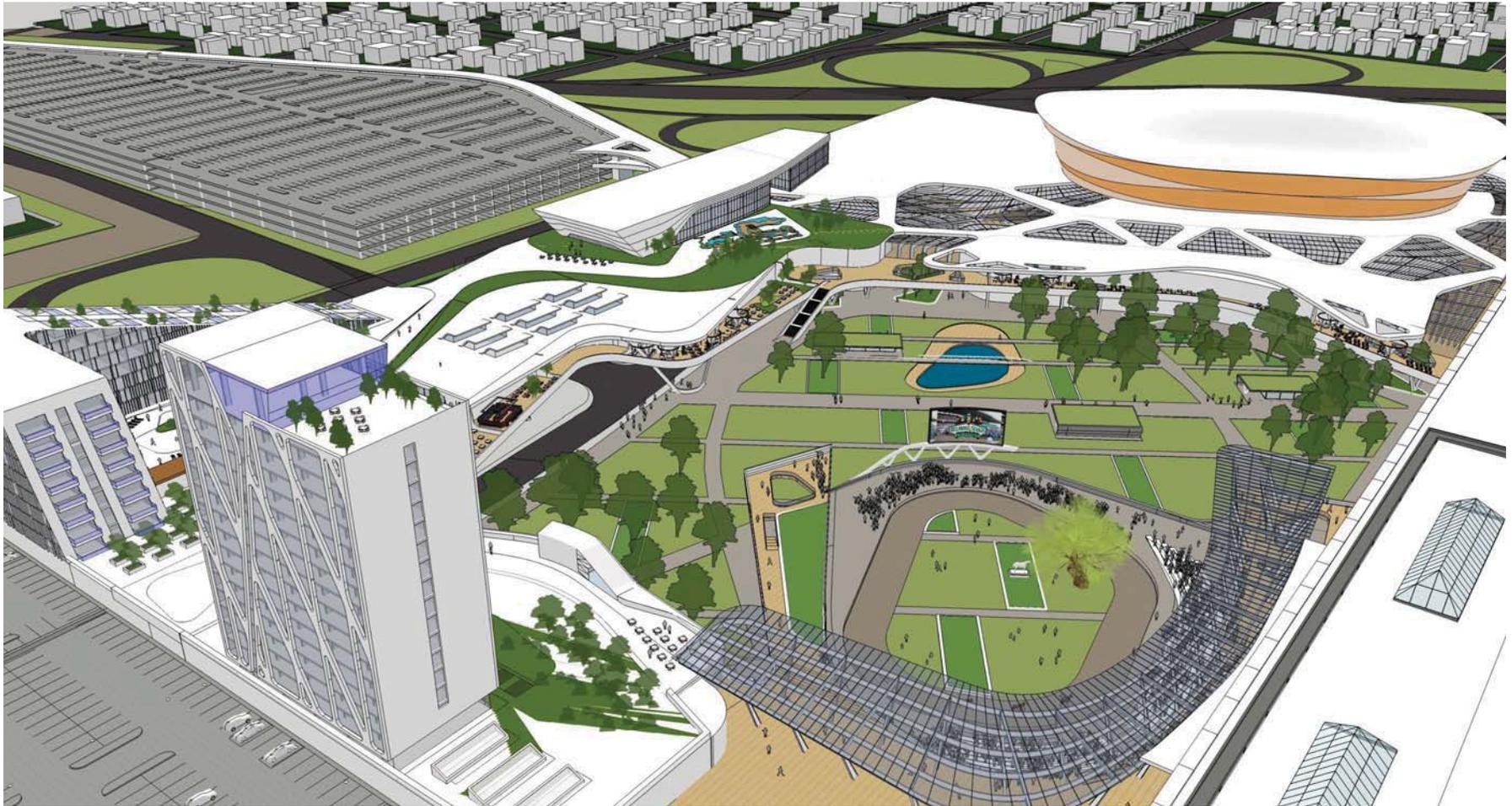
NORTH-SOUTH



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BELMONT PARK DEVELOPMENT

Paddock-Side View



Belmont Park Sports and Entertainment District

The Belmont Park redevelopment plan would create the country's leading sports and entertainment district, comprised of:

- A. a state-of-the-art concert and hockey Arena for New York Islanders games, other athletic events, concerts and conventions. The Arena would have a capacity of approximately 17,200 for hockey and 18,800 for concerts. The facility would be approximately 659,000 square feet.
- B. a renovated Belmont Park building and racecourse, which would include night racing and differentiated experiences for fans of all demographic groups. Belmont would have a capacity of 90,000 for its biggest races. The facility exceeds 1,000,000 square feet (455,000 on Clubhouse side).
- C. an Entertainment District that offers a large and unique collection of restaurants, clubs, and entertainment-oriented venues which collectively tie the two sporting venues together, and a district that embraces the public upon their arrival to (and exit from) Belmont Park by either train or car;
- D. a Paddock and new park area that provides an enhanced opportunity for more racing fans to view the horses prior to the races and watch the races on massive digital video boards, and an approximate 6-acre park;
- E. likely two Hotel towers, as well as almost 400,000 square feet of programmable space (including meeting/convention space); and
- F. 2 multi-deck Parking Structures that are (a) environmentally responsive (their roofs are solar panels that generate significant electrical power); (b) conveniently located to serve the arena and the racetrack; and (c) potential "Park and Ride" facilities for the new East Side Access MTA line that will connect Long Island to Grand Central Station.

The transformed Belmont Park will feature state-of-the-art advances in several important areas including, but not limited to, the following:

- A. *Integrated Venue Technology.* Sporting and entertainment venues will be designed to accommodate fans utilization of high-tech smart phones and similar devices. The Arena is being built in such a way as to have a larger lower bowl to create a variety of enhancements to the experience of people attending concerts and athletic events. NYRA is currently developing technology (to be launched in 2017) to help everyone use their smart phone as the equivalent of a remote control for the entire sports and gaming experience at the Racetrack.
- B. *Security.* Since all of the programming will be in the area north of Hempstead Turnpike, we are able to create state-of-the-art security at this facility unlike any other major sports venue in the country. Several significant security elements being designed into this project are (a) limited vehicular and train access points; (b) abundant space that can be utilized for security purposes on the track and adjacent properties; and (c) off-site security measures prior to entry on the property— at Penn Station and Grand Central.
- C. *Transportation Concepts.* We are using the MTA experience at other sporting venues, including Yankee Stadium and MetLife Stadium, to "right size" the parking garages. The parking structures will also ultimately be able to serve as facilities where Long Island residents can park their cars and take the trains from Belmont Park to either Grand Central Station (and thereby fulfill the MTA's belief that the East Side access line will generate 20% new riders) or Penn Station (in lieu of those people traveling to Jamaica). The construction of the parking garages is designed to

occur in phases, to reflect actual (rather than projected) demand. Areas designated for future phase structured parking will serve as surface parking in the meantime.

- D. *Environmental.* We recommend creating state-of-the-art parking structures, which will have solar panels on the roof. Depending upon the size of the structures, we anticipate as much as 9 megawatts of political power can be generated from these parking facilities to meet most of the needs of the Belmont Park development upon its completion. Additional solar panels could be installed elsewhere on NYRA's property. In addition, both sporting venues will be LEED certified, as both the Islanders and NYRA reflect and fulfill their commitment to the environment.

This multi-billion dollar development will have significant economic benefits to the New York City area, both during the construction phase and in the subsequent operation of the facility, without significant taxpayer expense. In particular,

- A. Currently, the owners of the Islanders project that the arena will cost approximately \$705 million. The owners will invest \$235 million, and borrow \$470 million. However, the owners wish to work with the State of New York to determine the most attractive financing program for this construction, in an effort to reduce the financing costs for the Islanders. There is no request for the government to pay any of the construction costs for the Arena. The Islanders' commitment to this project compares favorably with recent new arena transactions across the country. For example, in Sacramento the government has committed to pay \$255 million of the projected \$556 million construction.
- B. *Racetrack.* The renovation of this 1968 facility is inextricably intertwined with the construction of the new Arena, Entertainment District and Hotels. The Racetrack's guest enhancements will compliment those offered at the Arena. The projected cost for adding the lights, the necessary enhancements to the dirt, turf and synthetic racetracks and the renovations to the building are estimated to be approximately \$435-450 million. The funds to support a construction bond would come from three sources: (a) the monetization of the remaining term of NYRA's lease at Aqueduct upon NYRA's departure; (b) the utilization of a substantial portion of the capital VLT stream remaining to be paid to NYRA until 2033 arising out of the prior sale of its land to the State and other consideration; and (c) some portion of the rents generated from the Islanders, hotelier, entertainment district and/or other on-site developers during NYRA's lease term of this property. There is no request for the government to pay any of the construction costs for the renovations to the Racetrack.
- C. *Entertainment District.* There would be an RFP issued to various interested parties to develop an entertainment district at their cost, with the understanding that the developer will subsequently make lease payments to the State and NYRA.
- D. *Hotel:* There would be an RFP issued to various interested parties to develop a hotel(s) at their cost, with the understanding that the developer will subsequently make lease payments to the State and NYRA. The hotel developer may also be required to provide structured parking.
- E. *Parking Structures:* We propose the construction of two parking structures, one which is located north of Hempstead Turnpike adjacent to the west end of the renovated Racetrack, and a second structure south of Hempstead Turnpike, adjacent to the south entrance to the new Arena. Immediately adjacent to each parking garage would be surface parking lots, which can serve as the site for additional structured parking, if needed, in the future.

The determination of the number of parking stalls needed, and therefore the number of parking stalls to be contained in structured parking, continues to evolve as the development plans for Belmont Park are further defined. For example, the timing of the introduction of the Entertainment District has a direct impact on the number of stalls needed, the cost of construction, and the projected operating revenues and expenses. In addition, the timing of the

completion of the East Side Access, and its anticipated effect on increased train ridership, will likely reduce the number of parking stalls needed to fully support the development.

At this stage of the planning process, we have asked the experts at Walker Parking Consultants to develop a proposal that assumes the Entertainment District is being built at the same time as the Arena and the Racetrack's renovation.

Based upon the projected use of the property by those traveling by car, we believe 6,500 parking stalls are sufficient (subject to further reduction as we receive more information regarding MTA's current operations at athletic venues and their analysis for future ridership with the East Side Access line). A total of 4,500 stalls would be contained within the two parking structures and there would be 2,000 surface parking stalls.

The projected cost is \$24,000 per stall in structured parking, with an additional cost of 10% (\$2,400) per stall for soft costs. In light of the fact that we currently have surface parking at Belmont, there are no anticipated costs for the surface parking spaces. In addition, \$2 million is projected in costs for the pedestrian bridge (with moving sidewalks) that connects the parking garage south of Hempstead Turnpike with the south entrance to the Arena and Entertainment District.

The total cost under our proposal would be \$120.8 million. Based upon reasonable assumptions of the utilization of the parking structures by attendees of the several venues on the property, and considering projected train utilization by attendees, the initial estimate (subject to review of our assumptions by the Division of Budget) is that the facilities should generate a profit in year 1 of approximately \$1.8 million, and would generate total cumulative profits of approximately \$28 million over the first 10 years.

The "bottom line" is that this proposed transformation of Belmont Park will result in the finest sports and entertainment district in the country, one serving the needs of New Yorkers (and tourists) for many decades to come. Significant economic features of this plan include:

1. immediate economic impact in New York, as several billion dollars will be spent on the construction of several facilities and venues;
2. long-term sustainable economic impact, for decades to come, with the operation of these various venues (as well as a significant number of full and part-time jobs to support those venues);
3. sporting, entertainment and hospitality venues will be constructed at no taxpayer expense; and
4. state grant would only be needed for the parking garages, but such grant will (a) support a significant number of jobs in both the construction and subsequent operation of the venues; (b) assist the MTA in its successful development of ridership for the new East Side Access line; and (c) generate operating profits in year 1, that are projected to cumulatively total \$28 million within ten years.

There is a second "bottom line" benefit to the State: With NYRA's move to a renovated facility that can host winter racing, NYRA will no longer need to operate at Aqueduct. Therefore, the State could take steps to find a new tenant for the Aqueduct property, one that could create significant economic impact – and jobs – for an entirely different type of development on the property.

Stated differently, under NYRA's plan the two current racetrack properties would quickly become two of the most important urban developments in the country—and significant engines of economic growth, and jobs, for many years to come.

Exhibit 2



**Franchise Oversight
Board**

RESOLUTION NO. 17-05

WHEREAS, in 2008, the New York State Legislature amended the New York Racing, Pari-Mutuel Wagering and Breeding Law ("Racing Law") to establish the Franchise Oversight Board (the "FOB") to represent the interests of the People of the State of New York as owner of the Aqueduct Racetrack, Belmont Park Racetrack, and Saratoga Race Course (the "Franchised Racetracks"); and

WHEREAS, pursuant to Racing Law § 212(8)(a)(i), the FOB is responsible for representing the interests of the State in all real estate development proposed for the Franchised Racetracks and is authorized to do all things necessary to carry out these responsibilities; and

WHEREAS, Racing Law § 212(8)(a)(i) further provides that any real estate development at the Franchised Racetracks shall only be undertaken pursuant to a competitive process approved by the FOB; and

WHEREAS, Article 10 of the Ground Lease Agreement for the Belmont Park Racetrack entered into on September 12, 2008 between the FOB and The New York Racing Association, Inc. provides that two under-utilized parcels (identified in the Ground Lease Agreement as the "Real Estate Development Parcels") may be recaptured and leased, licensed, or sold to a third-party for development purposes; and

WHEREAS, the FOB desires to explore opportunities to develop the Real Estate Development Parcels, and the New York State Urban Development Corporation d/b/a Empire State Development ("ESD") has offered to assist the FOB in such effort by conducting a Request for Proposals ("RFP") on behalf of the FOB; and

WHEREAS, ESD previously issued an RFP in September 2012 to explore opportunities to develop the Real Estate Development Parcels; and

WHEREAS, the previous RFP did not result in the selection of a developer;

NOW, THEREFORE, be it resolved that the FOB hereby request ESD issue a new RFP for the development of the Real Estate Development Parcels at Belmont Park Racetrack and approves the RFP substantially in the form as submitted and attached to this resolution.

VOTES:

<u>Member</u>	<u>Aye</u>	<u>Nay</u>	<u>Abstain</u>	<u>Absent</u>
Robert T. Williams, Chair	x			
Elizabeth C. Garvey	x			
Joseph J. Rabito	x			
James T. Towne, Jr.	x			

Adopted by the affirmative vote of a majority of the members at a duly constituted meeting of the Franchise Oversight Board on July 28, 2017.



Robert Williams
Chair
Franchise Oversight Board
July 28, 2017