

PRIOR SUBMISSIONS AT DEIS HEARINGS

MAYOR DOMINICK LONGOBARDI
JANUARY 8th SESSION

Inc. Village of Floral Park: Dominick A. Longobardi-Mayor

Comments Regarding Belmont Park Re-Development DEIS:

Belmont Park Redevelopment Hearings: January 8-10, 2019

Elmont Library, Elmont NY Host: Empire State Development Corp

Good evening members of the Empire State Development Corporation. I want to thank you on behalf of the residents and business owners in the Incorporated Village of Floral Park for your time and consideration of our concerns regarding any proposed development at Belmont Park

Back on July 10, 2017, a listening session was hosted by members of the state legislature regarding proposed development at Belmont Park.

Many of you were in attendance. At that time I stated, "The Village of Floral Park will remain vigilant as the ESD develops and goes through its RFP process. We will work to ensure that the quality of life our residents have worked for is protected."

In addition, we stated that the Village has always advocated for a comprehensive plan for the future of Belmont Park to be crafted and utilized in order that any development that takes place is done so with the following criteria:

- Constructive input from all concerned parties.
- Solid pre-planning and thought processes to ensure all concerns and issues are addressed to satisfaction prior to approval of any plans.

The ESD process that went forward has allowed such input and I want to thank you for allowing this input and working with the Village to help address issues.

While this is all well and good; to date, some issues have been addressed, but, new, more detrimental issues to our Village have been raised. And, they have only been raised as a result of the ever-changing re-design of the project.

This project started out as “an 18,000 seat arena with stores, a hotel and some restaurants” all north of Hempstead Turnpike located on the property south of the grandstand of Belmont Park and parking on the lot south of Hempstead Turnpike.

Today, This project has spread out to encompass retail stores on the south side of Hempstead Turnpike where parking was supposed to go, use of parking lots adjacent to schools and homes that originally and expressly said were not going to be used, absolutely no infrastructure improvements to the main arteries of Hempstead Turnpike and the Cross Island Parkway, two LIRR trains for events instead of a full service train station that project participants said was essential to moving forward with the project.

What does this do? It creates the following issues, not only for the Village of Floral Park, but, its neighbors in the surrounding communities of Bellerose, Bellerose Terrace, Queens Village, South Floral Park and, of course, Elmont.

- **TRAFFIC:** The increase in daily traffic that will be heading toward this destination will be re-routed through all of the above communities as the lack of infrastructure improvements only causes drivers to explore other options. Truck traffic for deliveries during construction and beyond will cause major decomposition to secondary and tertiary roadways as these are the only options for travel to the facility. First responder response times, inability to access routes to homes and businesses for residents and patrons. The list goes on and on.

And, as an aside, as for ESD’s plan to get people to change their driving habits.....It is better that I leave my comments unsaid.

- PARKING: Several issues arise by the aspects of the draft plan. The first is the use of the North and East parking lots adjacent to the Floral Park-Bellerose Grammar School and the borders of the Village of Floral Park. Verbal discussions of a natural barrier or berm to help alleviate the detrimental effects of the noise, light and air pollution that will occur with the development of these lots is a good first step. However, the lack of any detail or plan in the DEIS can only lead one to believe that these detrimental effects may not be addressed and will become actual ways of life for our school children and the residents bordering Belmont Park.

Another issue regarding parking is the use of on-street parking in surrounding communities to avoid parking fees at events. It's the nature of individuals that this happens. This will cause traffic, safety and other issues throughout the local communities. Other parking issues are prevalent as well.

- LIRR TRAIN STATION: A full service, full time train station was an integral part of the development of the Arena project at the outset. The developers were pretty adamant that this project would not work without it. Obviously this isn't going to happen.

The lack of train access at the facility would cause other options to be explored. The Floral Park and Bellerose train stations could become hubs for attendees, cause serious increases in traffic, use of car service, safety concerns for our Village and surrounding roads and through our residential areas and harmful issues for our residents.

While these are major issues and my comments only brush the surface, the Village will be submitting detailed comments to the DEIS and we fully expect those comments to be given your full attention and responses. Again, the size and expanse of this project has created more issues than the initial project proposed.

Tonight, I simply ask you to listen to the many concerns that will be expressed by our residents and business owners both here over the next few days and in writing to be submitted later.

Tonight, I ask you to understand that we are not opposing development. And, we are certainly not opposing the NY Islanders Hockey Team. The Islanders will be a tenant for 40+ nights along with the other tenants on other nights.

I ask you to understand what we understand. This is a development project being done by Governor Cuomo and New York State through the Empire State Development Corp. All of whom are responsible to the taxpayers of this Great State. It's not about where the Islanders will have their home. It is about the use of NY State land that belongs to each and every one of us here in this room.

And as you, the ESD, are responsible to ensure a good process, what I do ask you to absolutely understand is what I stated at the top of this statement, "We will work to ensure that the quality of life our residents in Floral Park and our neighbors in other communities have worked for and are entitled to, is absolutely protected."

Thank You.

PRIOR SUBMISSIONS AT DEIS HEARINGS

MAYOR DOMINICK LONGOBARDI
JANUARY 10th SESSION

Inc. Village of Floral Park: Dominick A. Longobardi - Mayor

Comments Regarding Belmont Park Re-Development DEIS:

Belmont Park Redevelopment Listening Session: January 10, 2019

Elmont Library, Elmont NY Host: Empire State Development Corp

Good evening members of the Empire State Development Corporation.

I wanted to take this opportunity to thank you for hearing our many residents and the issues they raised over the last few days.

I ask your indulgence as I take a step back and review some highlights since this process began. As soon as this development project was first announced by Governor Cuomo, we invited members of the project team to tour our wonderful Village of Floral Park and its relationship with Belmont. We were blessed to have Holly, Marion, Dwight, Mr. John Ledecy, Zac, Anne and others join Gerry, Kevin, Commissioner McAllister and myself to tour Our Great Village and Belmont Park

It was about 4:00 on a very rainy afternoon. Commissioner McAllister drove the van and we rode around the West End of Floral Park looking at our homes and Floral Park Bellerose School and our border with Belmont Park. We took a ride inside the Belmont property by the East lot, through the North Lot and around to the then proposed project area. We saw the Cross Island Parkway, the Belmont Train Station, Hempstead Turnpike, Plainfield and Tulip Avenues, the Floral Park Recreation Center and the Floral Park and Bellerose Train Stations.

We discussed how the project may be good for all of the surrounding communities if we could generate business in the local areas.

However, we also discussed issues relating to the proximity of houses and school children to the fences at Belmont, the traffic on all of the roadways and how it might affect access to the events at the new arena. How traffic could cause major issues for residents and business owners in accessing their homes and businesses and cause problems for emergency response vehicles. We discussed how the train stations might become a hub without a full-time train station at Belmont. We talked about how we did not want the north lot being used. As an aside, at that time, use of the East lot wasn't even a thought. So please don't dare say the project hasn't expanded from its inception.

As the project evolved, issues such as the height and placement of the hotel and the location of an electrical sub-station were resolved. Open communication has been afforded to our Village and is appreciated. However, the issues of safety, traffic, use of the parking lots adjacent to our homes and schools, and all the others that have been raised since that day and over these past three days by the many concerned and caring residents who will have to live with the ramifications of the project are the same issues that were discussed in the van on the very day of the tour. Obviously, nothing has been done to address these issues and, in fact, they have only been exacerbated by the expansion of the use of more land at Belmont Park for this project.

This is a land development project. It is not about the NY Islanders. In fact, let me state again, the Village of Floral Park is not against development at Belmont or the NY Islanders Hockey Team.

But I will say this. Governor Cuomo does not own Belmont Park. The taxpayers of the State of NY own Belmont Park. And you, the Empire State Development Corp. have a responsibility to those taxpayers. This is your development project and it should not be done at the peril and cost of the quality of life of those who call the surrounding

communities home. I urge you to go back and redo this DEIS and address the issues raised by the wonderful, caring people in Floral Park and all of the surrounding communities. And please, as you do so, absolutely remember it is those people you work for.

PRIOR SUBMISSIONS AT DEIS HEARINGS

DEPUTY MAYOR KEVIN FITZGERALD
JANUARY 8th SESSION

Kevin M Fitzgerald
Deputy Mayor
Inc Village of Floral Park
January 8, 2019

Good afternoon, I am Kevin Fitzgerald Deputy Mayor of the Inc Village of Floral Park which shares an extensive and century old neighborly border with beautiful Belmont Park. Thank you for allowing me and our residents to comment on this potentially significant intrusion in our daily lives. Over the past decade there have been a number of suggested uses for the some of the most valuable land and last vast open space left in eastern Queens and Western Nassau County. During these hearings you will hear from my fellow village officials and many residents about our major concerns and impacts that this proposed project will have. This evening I would like to focus on one topic – the impact of the proposed development on Community Character as set forth in Chapter 2.

- The DEIS states and describes in detail (starting on page 2-17) the Zoning uses in the surrounding communities including the Village of Floral Park. The DEIS acknowledges in Chapter 2 that most of the surrounding communities are predominately single detached one or two family homes which have specific requirements on items such as maximum height, minimum lot size, minimum side yards, minimum rear yard setbacks, etc which are a hallmark of a suburban community. The proposal, as presented, would insert buildings that not only do not conform to such standards but grossly do not conform the buildings and lots sizes with the surrounding communities as set forth by their zoning codes and laws especially those of the Inc. Village of Floral Park.
- The DEIS acknowledges (page 2-7) that in Floral Park there is “minimal commercial development.” Most if not all of the commercial properties in Floral Park are “ground level stores with residential uses above” (page2-9). These stores typically cater to our residents every day needs. The proposal, as presented, would insert 325,000 gross square footage for destination retail which would look to draw patrons into a concentrated area and with the vast majority of such patrons from outside the communities which surround it. This is out of a character with a suburban community such as Floral Park as the newly formed commercial area will not be for the benefit or service a daily need of the residents of Floral Park

As the DEIS states that the proposed project will require a Proposed General Project Plan or GPP, I strongly urge the ESD Board to closely examine all aspects of the impacts and potential changes

that the existing proposal will have on the suburban nature of the communities. Most suburban communities are based on Zoning Codes such as Floral Park's own code as well as that of the Town of Hempstead. It is important to note that the DEIS acknowledges (page 2-25) that the communities within Nassau County are all quintessentially suburban and composed of predominantly two-story, single-family residences on moderately sized lots" inclusive of Floral Park being characterized "by its small town feel" To summarily dismiss the decades of work that went into creating the suburbs which were and still an attraction for residents to live and raise their families would be a disservice to, not only, the existing and future residents but our predecessors vision for the future.

Zoning as laid out in Chapter 2 is just one of many specific concerns that I have and I look forward to working with my colleagues on the Village Board along with Belmont Task Force in which we will collectively submit the necessary additional questions and areas of concern for all 21 chapters of the DEIS

In closing, I respectfully ask that this proposed project be significantly scaled back as it will significantly and permanently alter the suburban character of Floral Park. Additionally I would ask that the ESD that all of our residents concerns are reviewed, thoroughly analyzed and alternatives suggested so that any successful development at beautiful Belmont Park also ensures that the Inc Village of Floral Park does not negatively impacted but helps continue the 110 year tradition of always improving our suburban home, Floral Park

Thank You

PRIOR SUBMISSIONS AT DEIS HEARINGS

DEPUTY MAYOR KEVIN FITZGERALD
JANUARY 10th SESSION

Kevin M Fitzgerald
Deputy Mayor
Inc Village of Floral Park
January 10, 2019

Good evening, I am Kevin Fitzgerald Deputy Mayor of the Inc Village of Floral Park which shares an extensive and century old neighborly border with beautiful Belmont Park. Thank you for allowing me and my fellow residents to comment on this potentially significant intrusion in our daily lives. During these hearings you have heard from my fellow village officials and many residents about our major concerns and the impacts that this proposed project will have on our daily lives. I do appreciate the members of the ESD and the developers sitting here and witnessing the passion, sincerity and commitment that the residents have for their community as well as the surrounding communities. However and please correct me if I am wrong, but no members of the ESD Board, have attended these meetings. That is disappointing as they are the people who actually will vote on what the project ultimately will be and as I personally asked them at the December 6 ESD Board meeting to come and listen so that they can witness firsthand the aforementioned passion we all have for our Village.

The other night we submitted 901 letters signed by our residents asking that the project be scaled back due to each of the following:

- So that the retail village as proposed will be eliminated
 - So that use of the North and East Lots will not be required.
 - So that the amount of additional traffic that will need to transverse Floral Park will not be a measureable increase from the existing substantial volume.
- and**
- That a full time, year-round train station shall be constructed and operational at Belmont PRIOR to commencement of events at an arena

I will be submit another **676** letters from our residents requesting the project be scaled down. As of tonight that will be **1577** total letters signed and submitted this week by our residents

In closing, I look forward to working with my colleagues on the Village Board along with Belmont Task Force to collectively submit in writing the necessary additional questions and areas of concern that need to be addressed for all 21 chapters of the DEIS. Additionally I would respectively ask the ESD including its Board that all of our residents concerns are reviewed, thoroughly analyzed and alternatives suggested so that any successful development at beautiful Belmont Park also ensures that the Village of Floral Park is not negatively impacted and helps continue our 110 year tradition of always improving our suburban home, Floral Park

PRIOR SUBMISSIONS AT DEIS HEARINGS

TRUSTEE DR. LYNN POMBONYO
JANUARY 8th SESSION

Belmont Park Redevelopment Project – DEIS Public Hearing

1/8/19

Speaker: Dr. Lynn Pombonyo, Trustee
Inc. Village of Floral Park, 1 Floral Blvd., P.O. Box 27, Floral Park, NY 11002
lpombonyo@fpvillage.org

Thank you, and good evening. I am speaking to you as a resident and Trustee of the Village of Floral Park. In my role as Trustee, I am also proud to be the Commissioner of the Floral Park Fire Department.

Tonight, I wish to address two areas of major concern in the Belmont Park Redevelopment Civic and Land Use Improvement Project DEIS: Chapters 11 and 17: Transportation and Mitigation.

In Chapter 11, on page 72, only two paragraphs are devoted to “Effect On Emergency Vehicle Response Times.” The DEIS states, “The Proposed Project would result in increased traffic volumes and delays at intersection movements in the local street network during the peak hours analyzed and could potentially slow down emergency vehicle response times...Furthermore, emergency vehicles such as police cars, fire trucks, and ambulances can maneuver around and through congested areas when responding to emergencies because they are not bound by standard traffic controls.” The DEIS conclusion, “no significant effect on emergency vehicle response times.” This conclusion is erroneous, and based on serious misconceptions. Our Village and other surrounding communities’ fire and rescue trucks absolutely cannot “maneuver around and through” busy intersections connecting two-lane thoroughfares, with one lane of traffic in each direction, alongside necessary curbside parallel parking. There simply is no room. And Floral Park’s Fire Department of well over 100 volunteer firefighters cannot “maneuver around and through” or ignore standard traffic controls as they must first drive their own cars to the firehouses and then begin all over again, driving and riding in the fire vehicles through that very same “increased traffic volume and delays” to get to the scene. These emergency response times will increase in cases of mutual aid fires. We all know that seconds count. How many have times have our highly skilled and heroic first responders successfully rescued the public from burning and smoky buildings, administered life saving measures, and minimized property damage because their response was immediate, and their firefighting procedures and medical treatment were flawless?

To another point, the DEIS, Chapter 17 presents proposed mitigation measures for Transportation impacts which do not address Emergency Vehicle Response Times. For example, the limitations of the Cross Island Parkway (CIP) and their impact on Emergency Vehicle Response Times. First, the increased numbers of trucks for deliveries and buses, which are being planned to transport Belmont patrons to and from other communities and LIRR stations in different areas, are not permitted on the CIP, and would be forced to travel on the smaller, secondary roads surrounding Belmont, adding to congestion and gridlock on Plainfield, Tulip and Carnation Avenues in Floral Park and numerous others in the surrounding communities. Secondly, to mitigate what is called “background traffic” on the CIP (in other words, traffic heading to destinations other than Belmont or the traffic that we see now, which is heavy at best and at a standstill, at worst), the DEIS, p. 17/14 proposes “diversionary signage” on the CIP advising motorists to “Plan Alternate Routes.” Those alternate routes would undoubtedly take motorists through Floral Park and the other surrounding communities as navigation apps like Waze direct them to the shortest routes. The resulting impact, increased Emergency Vehicle Response Times.

We urge Empire State Development to work closely with our local fire, emergency and police agencies, scale down the magnitude of this project, and ensure that seconds will count in the final EIS. Thank you.

PRIOR SUBMISSIONS AT DEIS HEARINGS

TRUSTEE DR. LYNN POMBONYO
JANUARY 9th SESSION

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

Speaker: Dr. Lynn Pombonyo, Trustee
Inc. Village of Floral Park, 1 Floral Blvd., P.O. Box 27, Floral Park, NY 11002
lpombonyo@fpvillage.org

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.

PRIOR SUBMISSIONS AT DEIS HEARINGS

TRUSTEE DR. LYNN POMBONYO
JANUARY 10th SESSION

Belmont Park Redevelopment Project – DEIS Public Hearing

1/10/19

Speaker: Dr. Lynn Pombonyo, Trustee
Inc. Village of Floral Park, 1 Floral Blvd., P.O. Box 27, Floral Park, NY 11002
lpombonyo@fpvillage.org

Good evening. I'm Lynn Pombonyo, a Trustee of the Village of Floral Park.

The Village of Floral Park has retained the law firm of Beveridge & Diamond PC in New York City for the duration of the Belmont Park Redevelopment Project. On October 3, 2018, Michael G. Murphy, Attorney and Principal of Beveridge & Diamond, submitted several extensive Freedom of Information Law (FOIL) requests to Empire State Development's Records Access Officer. These requests encompassed any and all records relating, but not limited, to the Proposed Project, studies and data relating to traffic, parking, the use of the North Lot, the prohibited use of the Plainfield Avenue exit, the LIRR Belmont station, related correspondence, and numerous others necessary for the Village, our attorneys and engineering consultants, and others to conduct thorough analyses of the details missing in the DEIS, and prepare a fully informed response. These details and analyses are critical, given the Proposed Project's "significant adverse impacts" on our Village.

Written acknowledgements of our FOIL requests were received from Empire State Development (ESD) on October 12, November 9, and December 26, 2018. The October 12th communication from ESD indicated that the Village would be notified of the results of the search for the requested documents within the statutory twenty days. No documents were received and, instead, the Village was repeatedly informed that the FOIL requests were under review.

On January 4, 2019, Mr. Murphy from Beveridge & Diamond wrote the following to Mr. Howard Zemsky, President and CEO at ESD:

I write to express the Village's utter exasperation with ESD's continued failure to provide access to documents legitimately requested by the Village pursuant to Freedom of Information Law, and clearly within the possession of ESD. The continued failure of ESD to provide the requested documents...has made it virtually impossible for the Village to properly assess the DEIS issued by ESD for the Project in the time allotted to do so. As a result, we request your immediate intervention into this matter to ensure that the documents requested by the Village are provided without further delay, and that the Village's time to provide written comments on the DEIS be extended to at least March 8, 2019 in consideration of the lengthy delays involved in providing the requested documents.

On January 9, 2019, which was yesterday, Floral Park Mayor Dominick Longobardi received a zip drive. The zip drive contained copies of the yet-to-be-reviewed documents. It's quite obvious to all that there was absolutely no time for Village officials, Beveridge & Diamond, NV5 Technical Engineering & Consulting, or others to even read the documents, much less analyze them and prepare responses for these four important public hearing sessions.

This is absolutely unacceptable to the Village of Floral Park and all our stakeholders. We are reiterating Mr. Murphy's position that the period for written comments on the DEIS be extended to at least March 8, 2019 so that Floral Park can respond to all the facts regarding this Project. I am submitting Mr. Murphy's January 4, 2019 correspondence to ESD and the related attachments for the record. Thank you.

PRIOR SUBMISSIONS AT DEIS HEARINGS

TRUSTEE ARCHIE CHENG, ESQ.
JANUARY 8th SESSION

Good evening, I am Archie Cheng, a Trustee of the Village of Floral Park which shares a border with Belmont Park.

Floral Park and Belmont Park are great neighbors. Our village is proud of our proximity to Belmont and of course, The Belmont Stakes Race. Every year, our Village reaps the benefits of numerous patrons of the Belmont Stakes in our restaurants and local retail shops. Our Village is so enamored with the Belmont Stakes that the day after the race, we have a street fair closing our main thoroughfare, Tulip Avenue, for a great celebration. But, there is more to this story.

On Belmont Stakes day, attendance is approximately 50 to 90 thousand and the traffic in our Village is so bad that we have to turn Plainfield Ave., a two lane road with one northbound and one southbound lane into a two lane one way northbound street. All traffic is diverted north on Carnation Avenue for cars heading west or north on Plainfield to Jericho Turnpike for all cars heading east. It takes about 4-5 hours for traffic on Plainfield to empty.

Floral Park is truly blessed with an outstanding police department that protects our residents, responds to every call for medical and fire emergencies and traffic accidents. On most shifts, a complement of 5-6 police personnel make up our police coverage. On Belmont Stakes Day, the Village adds 20 additional police personnel at an overtime cost of approx. \$24,000.00. The Floral Park Village taxpayer subsidizes this expense. But this is only one day.

I am aware that the DEIS states that “the entrances to Belmont Park at Plainfield Avenue (Gate 8) and Mayfair Avenue (Gate 9) are not proposed to be used for vehicular or pedestrian site access to the Proposed Project”. That

of course could change, it is only a proposal. Also, inasmuch as the unmitigated impact caused by the project on the Cross Island Parkway will result in massive traffic jams, drivers will find their way onto our residential streets. With the potential for 19 to 40 thousand visitors to the project 50 to 200 days a year, how much money will Floral Park taxpayers have to pay for increased Police protection? Even at half the overtime cost of Belmont Stakes Day for only 100 events it would cost our taxpayers close to \$1,200,000 or 5% of the money we currently raise in taxes. So much for the 2% Tax Cap. We are not reimbursed for any expenditures on Belmont Stakes Day and the DEIS does not mention any mitigation for the cost of any additional police overtime.

On the other hand, Nassau County will receive additional sales tax revenue and an entertainment tax of \$1.50 per patron at the arena or \$28,500.00 for a sold out event to reimburse the Nassau County taxpayer for Nassau County Police and other services. ESD will receive PILOT payments of \$5,000 to \$10,000 per event, and an amount equivalent to the actual real estate taxes subject to a ten to twenty year abatement period on the improvements phased in on a straight line basis with fixed per annum incremental rate increases to reach full tax equivalency and subject to subsequent assessments and special assessments.

In closing, I respectfully ask that this proposed project be significantly scaled back as it will significantly and permanently affect our residents property tax liability. Additionally I would ask the ESD that all of our resident's concerns are reviewed, thoroughly analyzed and alternatives suggested so that any successful development at beautiful Belmont Park also ensures that the

Inc. Village of Floral Park is not financially impacted.

PRIOR SUBMISSIONS AT DEIS HEARINGS

TRUSTEE ARCHIE CHENG, ESQ.
JANUARY 10th SESSION

Good Evening

My name is Archie Cheng and I am a Trustee for the Village of Floral Park and a past Trustee of the FPBSD and the Sewanhaka Central HS District for over 17 years.

The DEIS indicates that 3,000 parking spaces would be utilized for the Project in the North Lot. In a footnote the DEIS states that 150 spaces will be reserved in the North Lot for rideshare vehicles. The North Lot abuts the playground on the grounds of the Floral Park-Bellerose School. A 1000 foot long open chain link fence separates the playground from the North Lot. Over 900 students use the playground daily and many more children use the playground for athletic practices and games in the evening during daylight savings time, the time when evening events occur. The potential for 3000 strangers and 150 unknown Uber or Lyft drivers having close proximity and a clear line of sight to these children is something that cannot happen.

I don't believe it is necessary to recite the number of mass shootings that have occurred in the past years nor the number of sexual predators that are out there. Our schools have taken extra steps to harden entrances, restrict entry and accept school resource police officers in the buildings. Our Police Department has carried out on premises drills to safeguard against intruders. But, there is no way to safeguard an open field against harm, injury or death to our children. Yet, their safety is in our charge.

The DEIS indicates that with all proposed Project Lots open there are 8252 parking spots. On a Saturday midday event, 5,511 spots would be utilized leaving 2,700 unused spots and if there was racing, 2030 more spots would be used for the Belmont track leaving 561 parking spots not utilized. On weekday and Saturday evening events without racing, between 6530 and 6846 spots would be utilized leaving between 1250 to 1570 spots not used.

With that many unused spots, the use of the North Lot could at the very least be diminished or completely eliminated for non-sold out events and a wide buffer established where the 561 unused spots were going to be placed.

PRIOR SUBMISSIONS AT DEIS HEARINGS

TRUSTEE FRANK CHIARA
JANUARY 9th SESSION

Good Evening, I am Frank Chiara, a Trustee of the Village of Floral Park who resides in the West End of the Village. Our West End community is directly behind Belmont Race Track and will be significantly impacted by this proposed project.

Once a year we share in the excitement of the Belmont Stakes and participate in a street fair coordinated with NYRA and our business community. The day comes with some challenges: increased traffic, increased visitors, security concerns but the community has come accustom to this annual event. Some of us enjoy the day; other can't wait till it is over. The point being, it is once a year event not a daily occurrence that this project will bring.

This project, as presented, states that there will now be up to 200 events a year at the arena, 75% which will occur at night. The retail facility will operate both day and night not to mention daytime and possible nighttime horse racing. This is a tremendous difference from a single annual event.

NYRA is also considering making improvements to its facility and the proposal states that this action is separate and apart from your project. Doesn't sound like a coordinated effort. Even with your current plans, which you state, "are currently being evaluated and review", the overall size and magnitude of this project has grown so big that it will drastically negatively affect the surrounding communities. Our local roads, highways and infrastructure will not be able to handle the volume of vehicles and visitors that project hopes to attract.

The way this massive project is currently presented, it will definitely affect Our Floral Park Bellerose School. This school is in the West End, 400 ft. from the North Lot. Even if 75% of

the events occur at night, what times will they start and what time will the patrons start arrive? Our schools ability to hold school events will be disturb by the noise, traffic, lighting coming from the facility. The proposal states that the North Lot will be come more active, again, 400 feet from our school, and could contain small ticket booths. The proposed vegetation buffer will do nothing to stop the noise and distractions these facilities will cause to our school.

I am requesting that this proposed project be reevaluated and at minimum be drastically reduced. Strong consideration should be given to the negative impact it will have, not only to our Village of Floral Park and but also to all our neighboring communities.

I urge you to press the pause button until a better-planned project can be put in place. A project that will have a positive impact on all the surrounding communities that it will affect.

Thank You,
Frank J Chiara
Trustee, Village of Floral Park

PRIOR SUBMISSIONS AT DEIS HEARINGS

VILLAGE ADMINISTRATOR GERARD BAMBRICK
JANUARY 8th SESSION

Inc. Village of Floral Park: Gerard M Bambrick – Village Administrator

Comments Regarding Belmont Park Re-Development DEIS:

Belmont Park Redevelopment Hearings: January 8, 2019

Elmont Library, Elmont NY

Host: Empire State Development Corp

Good evening. My name is Gerard Bambrick. I am the Village Administrator for the Village of Floral Park.

Floral Park has its own unique character. Although Floral Park is within thirty minutes from Manhattan, Floral Park has managed to keep a small town feel.

I mention this not to imply that Floral Park is opposed to any and all development at Belmont Park. To the contrary, for at least a decade Floral Park has clearly and publicly advocated for a Master Plan for the development of Belmont Park that preserves and enhances Belmont Park's reputation as the premier horse racing destination in the United

States, while also preserving and enhancing the character and quality of life of the communities that surround Belmont Park.

However, because of the massive size and scope of the proposed development as set forth in the DEIS, it is clear that the character of the communities surrounding Belmont, including Floral Park, will not be preserved or enhanced by this project as proposed by the DEIS.

The DEIS acknowledges that there are unavoidable adverse impacts from this project and specifically acknowledges the adverse impacts that will result from increased traffic.

The DEIS attempts to justify proceeding with this project by asserting that the purported benefits of this project outweigh the unavoidable adverse impacts.

However, this attempt to project a favorable outcome for this balancing of the purported benefits against the very real detriments of this project falls apart under the slightest scrutiny of the DEIS for two very simple reasons: First, the DEIS's description of the unavoidable adverse impacts is grossly under-weighted. Many others, including the Village's traffic expert (NV5), will demonstrate that the DEIS does not

begin to reveal the truly devastating impact that the traffic generated by this proposed project will have on the suburban character of the communities surrounding Belmont, including Floral Park.

The second reason the DEIS balancing of benefits and detriments falls apart is because the purported benefits of the project are greatly overstated.

Just one example of the overstated benefits is contained in Chapter 2 of the DEIS – Land Use, Zoning and Community Character, which attempts to portray this proposed project as furthering the goals of the 1998 Nassau County Master Plan. However, the development principles and goals set forth in the 1998 Nassau County Master Plan do not lend support to this project.

Several years ago, I had the privilege of serving as the Vice Chairman of the Nassau County Planning Commission, and, in 1998, I was a Planning Commission member when the Nassau County Master Plan was adopted by the Planning Commission.

The DEIS (at p 2-13) tries to bootstrap support for this project from the fact that the 1998 Nassau County Master Plan listed Belmont as an “underutilized property” that could potentially be redeveloped.

However, the redevelopment that the Nassau County Master Plan identified as a potential at Belmont was redevelopment as new housing and mixed uses (Nassau County Master Plan at II-10). Mixed use residential redevelopment is entirely consistent with the existing Town of Hempstead Zoning for this property, which provides for a business development for a 100 foot depth along Hempstead Turnpike and then 6000 square foot residential parcels beyond that. That intensity of development under the Town of Hempstead Zoning provisions is nowhere near the excessive over intensive development proposed by this project.

However, and perhaps much more significantly, nowhere in the Nassau County Master Plan is it suggested that Belmont, or any other underutilized property, should be redeveloped as a shopping mall. A stated overarching goal of the 1998 Master Plan was to foster, protect and revitalize the small local downtowns, referred to as “centers” in the

1998 Master Plan. Both Floral Park and Elmont are identified in the 1998 Nassau County Master Plan as having centers that the Master Plan sought to foster and protect (Nassau County Master Plan Map). The Nassau County Master Plan states “the concept of centers is an integral component of this Comprehensive Plan since it focuses attention on restoring vitality and maintaining the diversity of uses in downtowns” (NC MP II-3). In fact, the 1998 Nassau County Master Plan specifically identifies shopping malls as impacting downtowns and centers throughout the County (NC MP VI-13). In cautioning against shopping malls and their negative impact on local downtowns, the 1998 Master Plan warns: “Today, the limitations of automobile dependent land use patterns are all too clear” and points to the traffic congestion caused by such use (NC MP IV-1).

Consequently, the ESD cannot plausibly claim that the 1998 Nassau County Master Plan supports this proposal to place an automobile dependent shopping mall at Belmont.

In fact, the Nassau County Master Plan refutes the unsupported assertion in the DEIS that somehow this project will benefit local

downtowns. The Nassau County Master Plan acknowledges what history has shown: automobile dependent malls as proposed here, are a threat to the small downtowns and centers like the downtowns in Floral Park and Elmont.

This project needs to be significantly scaled back in order to protect the suburban character of the communities that surround Belmont, including Floral Park.

PRIOR SUBMISSIONS AT DEIS HEARINGS

VILLAGE ADMINISTRATOR GERARD BAMBRICK
JANUARY 9th SESSION

Inc. Village of Floral Park: Gerard M Bambrick – Village Administrator

Comments Regarding Belmont Park Re-Development DEIS:

Belmont Park Redevelopment Hearings: January 9, 2019

Elmont Library, Elmont NY

Host: Empire State Development Corp

Comments: 2/9/19

Good evening. My name is Gerard Bambrick. I am the Village Administrator for the Village of Floral Park.

The DEIS makes clear that as part of this project, the ESD will override the restrictions and protections afforded by the Town of Hempstead Zoning Ordinances.

The Town of Hempstead zoning restrictions ensure that property can be developed, but not overdeveloped.

By overriding the Town of Hempstead zoning the ESD will be authorizing development that that is 100 times more dense than currently

permitted. It is clear the local roads and infrastructure cannot handle the level of development proposed.

I know that the Urban Development Act authorizes the ESD to override local zoning – but there are certain restrictions on that ability.

One restriction is that the override can only come: (i) “After consultation with local officials, and (ii) the override should only be authorized by ESD after it determines that compliance with the local zoning is not “feasible or practicable.”

Based on those criteria, I have some questions that we need to have answers to:

(i) What local officials were consulted to make the determination that compliance with the Town of Hempstead zoning laws are not feasible or practicable?

(ii) Has ESD performed any studies to determine that development at Belmont can not be accomplished while still complying with the TOH zoning rules?

(iii) Most importantly- why can't this project be reduced in size and scope so that this project can at least be much more in conformity

with the development intensities permitted by the TOH zoning ordinance. In other words, why can't ESD scale this project back to be as close as practicable to the development intensities permitted by the TOH Zoning Code.

Before the ESD completely ignores and brushes aside the laws that are designed to protect us, we deserve a thorough explanation.

PRIOR SUBMISSIONS AT DEIS HEARINGS

VILLAGE CLERK SUSAN WALSH
JANUARY 8th SESSION

Susan E. Walsh
113 Aspen Street
Floral Park, NY 11001
swalsh@fpvillage.org
squigley113@gmail.com

DATE: January 22, 2019

TO: Empire State Development
Atten: Mr. Michael Avolio
633 Third Avenue, 37th Floor
New York, NY 10017

SUBJECT: Belmont Park Redevelopment Project

I am writing this letter to you regarding the recently published DEIS for the Belmont Park Redevelopment Project.

I am the Village Clerk of the Inc. Village of Floral Park as well as a fifty-year resident. I attended all the evening public hearings to hear your presentation and the comments made by residents and the surrounding communities. Most of the comments made by all the affected communities had one common denominator – the over development of Belmont Park without addressing the obvious flaws noted in the DEIS.

The DEIS does not address, with a feasible solution, on the impacts it would have on elementary and high schools, residential homes, local businesses, emergency accessibility by local first responders and vehicles, public transportation, vehicular traffic, utilities and its infrastructure, to name a few. While some of these issues are mentioned in the DEIS there are no substantive solutions.

You have received about 1700 signed letters from Floral Park residents opposing the scope of this project and nearly 100 on-the-record comments at the public hearings. I hate to be repetitious of the comments made; however, these are serious issues that need to be considered before any shovel goes into the ground. The gridlocks Floral Park will encounter are the following: taking away business from the local businesses since there is no need to leave the complex(one stop and shop); the efforts of emergency vehicles navigating through congested streets will cause delays in response time; the taxes for the village will increase due to the additional manpower and emergency vehicles; the homes and elementary school located in the west end will be severely impacted with additional noise and strangers in the vicinity and lastly, why hasn't the MTA built a 24/7 train station

yet? Accessibility should be at the top priority before any commitment of development should occur!

Floral Park initially did not mind an arena built for the NY Islanders at Belmont Park, providing that certain lots would not be used. It's a shame that developers used an 'agreed upon use' and decided thereafter without any consideration of the hard-working neighborhoods that surround Belmont Park. At one of the public hearings, it was mentioned that Floral Park should be delighted that the NY Islanders will occupy office space in Floral Park; but what you do not hear is if employees are going to buy a house in Floral Park. Isn't one of your key officers relocating from Pittsburgh to Garden City?

Finally, there should be a MASTER PLAN to include New York Racing Association's future plans of Belmont Racetrack. The DEIS did not address what NYRA's plans are. Have we forgotten that Belmont Park also includes a racetrack, stables, bleachers and a clubhouse that is screaming for infrastructure improvements?

Please keep the 'Park' in Belmont Park and Floral Park!

Sincerely,

Susan Walsh
Village Clerk
(50 year resident)

cc: State Senator A. Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

PRIOR SUBMISSIONS AT DEIS HEARINGS

VILLAGE 4th ASSISTANT FIRE CHIEF JAMES DODSON
JANUARY 10th SESSION

James E. P. Dodson
20 Walnut Ave.
Floral Park, NY 11001

January 9, 2019

Empire State Development Corp
Attn Michael Avolio, ESD,
633 Third Avenue, 37th floor
New York, NY 10017

Dear Sir:

I am a 50+ year resident of the Incorporated Village of Floral Park and I am writing to express my opinion that the current scope of the Belmont redevelopment project is too big for this suburban area and I also question the substance and breadth of the traffic study found in the DEIS.

I am dismayed to learn that while the DEIS acknowledges that GPS would be diverting traffic to local roadways, the study ignored conducting a **weekday evening rush hour analysis** of local roads where capacity brings traffic to a crawl in its current state. How can a project of the current scope not address rush hour traffic?

I am genuinely concerned for the safety of the residents and visitors of the surrounding towns, not to mention the safety and compromised emergency response by the Fire and Police Departments that will result from a project of this magnitude.

I demand that the ESD, in ensuring that they operate under the responsibility that they are given, take strong consideration in returning this project back to its initial 43 acre expanse so that the quality of life can be maintained in the surrounding communities.

Sincerely,

James Dodson

cc:

State Senator Anna Kaplan
Assemblywoman Michaelle Solages
Assemblyman Edward Ra
Hempstead Town Supervisor Laura Gillen

PRIOR SUBMISSIONS AT DEIS HEARINGS

POLICE COMMISSIONER STEPHEN MCALLISTER
JANUARY 8th SESSION

BELMONT REDEVELOPMENT – SCOPE CREEP

TOO MUCH AT BELMONT

Floral Park is already among the most densely populated Villages in Nassau County.

F.P - 11,000 people per square mile – 16,000 total 1.6 psm.

Hempstead – 6,300 psm

Nassau – 4,600 psm

**Today – 6,000 vehicles utilize Plainfield Avenue per day =
180,000 per month = 2,160,000 per year.**

Added Traffic 1200 – 1500 additional vehicles per day

Additional Vehicles 36,000 per month = 432,000 per year

The significant increase in traffic that will accompany the projected additional 45,000 daily visitors to the site, which is approximately the amount of the attendance at the Belmont Stakes when a Triple Crown [contender] is not at stake, will overwhelm the roadways in Floral Park and negatively impact our police and emergency vehicle response times.

“It is not anticipated that the project-generated traffic volumes would unduly influence the rate of accident occurrence,” stated the study.

How is that possible just by sheer volume of vehicles you would expect more accidents and aided cases.

Which would negatively impact on Response times and generating overtime in response to additional calls for service.

TRAFFIC IMPACT

Intensive new development at Belmont will invariably result in greatly increased traffic travelling through the Village of Floral Park.

For example, Plainfield Avenue is one of the few North-South traffic conduits in western Nassau County and will almost certainly experience a tremendous increase in traffic volume due to the proposed development. It's the last route that connects Jericho Turnpike with Hempstead Turnpike east of the Cross-Island Pkwy, which is located about 1.3 miles further west.

Commercial vehicles are NOT permitted on the Cross Island Parkway, and would need to drive about 1.9 miles further west to 222nd St. to connect to Hempstead Turnpike. Springfield Boulevard. is a full 2 miles west of Plainfield Avenue. Belmont Park Gate 8 is located about 1.1 miles south of Jericho Turnpike and provides access to the North and South parking fields.

**Plainfield Avenue traffic increases – 6000 vehicles per day
N/S Tulip Avenue E/W 5000 vehicles per day.**

The increase in the vehicles in the last 10 years has put lot of pressure on the existing roads which ultimately results in road accidents.

Motor vehicle crashes are a common cause of disability and place a demand for emergency medical care from our Police and Fire Rescue personnel further straining our existing manpower and continued drain on local municipal budget.

NORTH LOT:

Tailgating – Noise / lights / immediately adjacent to FPBS

Mayfair Gate – Is this to be utilized for the nearly 200 events planned at Arena. How does this affect:

Local street Parking

LIRR Bellerose Station – walking through Village.

Tulip Avenue bar/restaurant (s) – increase in pedestrian/vehicular traffic (UBER/Lyft) e.g. River Avenue – Yankee Game

While this may be an economic boom for local businesses how does the costs to Village for Police Service become affected.



PRIOR SUBMISSIONS AT DEIS HEARINGS

FLORAL PARK BELLEROSE SCHOOL BOARD PRESIDENT
LAURA FERONE
JANUARY 8th SESSION

Belmont Development Testimony
January 8, 2019

Statement from the Floral Park-Bellerose School Board

Good evening. My name is Laura Ferone. I am the President of the Floral Park Bellerose School District as well as a 30 year Floral Park resident.

I am here tonight to speak on behalf of the children and families of our community.

I have been an active participant and listener since the inception of the Belmont redevelopment project, yet I stand here tonight in order to reiterate our questions and concerns, which have frankly gone unanswered.

As you have heard before.....the Floral Park Bellerose Elementary School is home to over 900 students, pre k through 6th grade. Our playground is literally feet away from that fence. On weekends more than 1000 children play soccer, lacrosse, and baseball in addition to community members and their families enjoying the playground and field.

The school property shares a more that 1000 foot border with Belmont Park that is delineated only by a chain link fence.

We have repeatedly asked that a berm or barrier be created to protect our children and residents from construction, noise, and added pollution from construction and cars.

Most significantly, we require a barrier so that thousands of strangers on a daily basis do not have open access to our most precious

resource—our children. Need I remind you of recent tragedies such as Las Vegas? Let's not begin a project that puts our children at risk from the start.

Although there have been rumors that there will be a berm, it does not appear on any document and there is no guarantee in writing to our school district.

Despite the fact that your own document states on page A8 dated August 29th, 2018, "School Districts with facilities in the study areas will be contacted," as of today, neither the Floral Park-Bellerose School District nor the Sewanhaka Central High School District have been contacted.

If you are listening and indeed working with us, then draw a 50 yard barrier along our shared property. Surely, with 23 acres in the North Lot alone, it should be quite simple to move the entire project back 50 yards.

In addition, this barrier must be placed prior to any construction beginning. The plan specifically shows storage of construction equipment in the North Lot, exposing our children to unvetted strangers, noise, and the dirt and debris of construction.

Another point with regard to the North Lot is irrigation. Our district is spending over \$ 100,000 this summer to renovate and irrigate our fields. We need a written assurance from the Empire State Development group that any damage or water drainage problem which develops or occurs at any point on your side of the property will be rectified to our satisfaction by the Empire State Development Group.

These are simple requests with easy solutions. I ask you tonight to back your own statements and assure us that these needs will be met as requested.

With regard to traffic and safety, there are 4 schools within the boundaries of Floral Park Village. Two of them are on Plainfield Ave. To date, the Plainfield Ave gate has not been an active gate with the exception of Belmont Stakes day. We need an assurance (in writing) that this gate will remain closed for daily public use, tour buses, or shuttles.

The vast majority of our students walk to and from school. Despite your "traffic study," which states that there will be no anticipated rise in accidents due to increased traffic, common sense would suggest otherwise. More cars on the road without question will lead to more car and pedestrian accidents. Since the beginning of the school year, there have been 3 car accidents in close proximity to 2 of our high schools, and all occurred during drop off, pick up and on route to a school event. Plainfield is already congested between the hours of 3pm and 6pm, which is when the greatest number of children are walking, bicycling, or skateboarding through our streets.

Can you guarantee tonight that that Plainfield Ave gate will not be utilized as a main entrance to the Park, arena, or stadium?

Finally, in closing, development is good (maybe even great) but it must include a solid, clear, intelligent plan with appropriate resources: adequate space, access, water, power, transportation, and most importantly safety. If not it's like building an airplane in the air and realizing you forgot the engine.

I look forward to your response and guarantee in writing, and most importantly, I ask that you to agree here tonight to walk the property

line with myself, our board, and our superintendent at your earliest convenience.

Most Respectfully,

Laura Ferone

Floral Park-Bellerose SD Board of Education President

PRIOR SUBMISSIONS AT DEIS HEARINGS

FLORAL PARK BELLEROSE SCHOOL BOARD PRESIDENT
LAURA FERONE
JANUARY 9th SESSION

Statement #2 from Laura Ferone/The FPBSD BOE – 1/9/19

Good afternoon. My name is Laura Ferone, President of the Floral Park Bellerose School District Board of Education and a 30 year resident of Floral Park.

I am here again to speak on behalf of the children and families of the Floral Park Bellerose Community.

I spoke yesterday and reiterate today our concerns regarding development on the North Lot and request that the Empire State Development Group walk the property line with myself and our administrators and develop a plan to provide a set back and barrier to protect our children and community.

Today, I am here with regard to traffic and safety. There are 4 schools within the Boundaries of Floral Park Village. 2 are located on Plainfield Ave and 1 of those is directly across the street from the Plainfield Ave Gate.

To date the Plainfield Ave gate is not slotted to become an active gate. We need assurance, in writing, that this gate will remain closed for daily public use, tour buses, and shuttles.

The vast majority of our students walk to and from school. Despite your traffic study which states there will be no anticipated rise in accidents due to increased traffic, common sense dictates that more cars on the road without question will lead to more car and pedestrian accidents. Sadly, our community has already suffered several serious and fatal accidents along some of our main streets, Jericho Turnpike, Hillside Ave, Elmont Rd, Dutch Broadway, and Plainfield Ave.

Since the beginning of the school year, there have been 4 accidents in close proximity to our local high schools, all occurring during drop off, pick up, or on the way to a school event.

Plainfield is already congested between the hours of 3p and 6p. This is when the greatest number of children are walking, bicycling or skateboarding through our streets. I might remind you all that in an age of technology where we encourage our children to be active, to play outdoors, and to become independent...sending

them home from school and out to play during a daily traffic jam is obviously unwise.

There is already significant congestion around all 4 schools during drop off and pick up. I happily invite any members of the Empire State Development Group to come to our town during school dismissal. I will gladly drive you around our community and show you first-hand what the current traffic situation already is. In fact, we will even take you by school bus in order to demonstrate how our drivers already have to navigate what is already in existence. Now add people rushing to or from shopping or racing to get to the stadium to pregame before a sporting event or concert....it just doesn't work.

I understand this is insignificant to you all, but this is a suburban area. People were raised here and chose to stay and raise their families and people like myself moved from the city so that our children could live in a safe suburban community. Your plan does not work with this.

With regard to the shopping mall....the only time I have seen this type of mall, has been when it is sitting next to a casino. Don't for a moment think that we are not aware that that is the end game and plan for this project.

Lastly, with regard to infrastructure...you are building a house without a foundation. There is no infrastructure to support this project. Viable public transportation and proper roads, water, power, sanitation, and drainage all must be in place prior to beginning any project or it is doomed to fail. Thank you.

Laura Ferone

PRIOR SUBMISSIONS AT DEIS HEARINGS

FLORAL PARK BELLEROSE SCHOOL SUPERINTENDENT

MICHAEL DANTONA

JANUARY 9th SESSION

Belmont Development Testimony January 9, 2019

Good Afternoon,

My name is Michael Dantona and I am the Superintendent of Schools for the Floral Park-Bellerose School District. I am here today to speak about the development of the Belmont property, particularly what has been called the north lot.

The Floral Park-Bellerose Elementary School shares a 1000' border with the North Lot; the properties are separated by nothing more than a chain-link fence. Daily, roughly 900 children use the fields adjacent to the lot and on weekends our fields host about 1000 children for sporting activities.

A True Story

Just this past November, school personnel were supervising recess for more than one hundred children when they spotted a man walking near the fence and taking pictures. Our school aides acted appropriately and safeguarded the children by quickly gathering and escorting them into the school building. We contacted Belmont Security and our Floral Park Police and the trespasser was apprehended. After interrogation the authorities determined that this trespasser did not pose a threat as he was simply a bird watcher taking pictures of birds.

The story illustrates our primary concern with the use of the North Lot.

Unobstructed visual and physical access to our children is a real threat to their safety. We in the schools are charged with ensuring the safety of our children...In fact, all in this community, including NYRA and the Islanders must share in this responsibility. Patrons (tailgaters), employees, and trespassers must kept apart from our students and our property.

How will we protect our children with thousands of cars and thousands of visitors separated only by a **chain-link fence and vegetation** (as is indicated in the DEIS). The more than 1000' of chain link fencing along our property line **does not** provide adequate protection for our children.

We must work together to solve this problem. We need:

1. A tall structure that provides a visual and physical barrier to our property.
 - a. A berm that is topped with a fence and landscaping (Trees and bushes) can work
 - b. A structure like sound wall can work.
 - i. Whatever the barrier, there should be a buffer between it and active parking.
2. We need...Electronic surveillance of our shared property line that will help to alert authorities of inappropriate behavior or trespassing in the North Lot.
3. We need...A regular security presence in the North parking lot.
4. We need...To be ensured that project workers and regular employees are properly screened.
5. And we seek your ongoing commitment to working with us to address safety and security concerns.

The DEIS indicates that a “strategic approach to safety and security” is necessary and that such measures “require close coordination with public agencies.” The Floral Park-Bellerose School District is one such agency.

We ask that you now commit to the safety of our community and our children, as you are in the final stages of planning and design. I provided testimony at your first public hearings, and today we continue to see that the idea of a property line Chain-link fence remains in the plan.

We ask that you recognize our concerns and engage us in **a coordinated strategic approach to safety and security planning**. We are prepared to meet to develop a safety plan for our shared border.

Thank you for your time.

Sincerely,

Michael F. Dantona, Ed.D.
Superintendent of Schools
Floral Park-Bellerose School District

Belmont Development Testimony January 9, 2019

Good Afternoon,

My name is Michael Dantona and I am the Superintendent of Schools for the Floral Park-Bellerose School District. I am here today to speak about the development of the Belmont property, particularly what has been called the north lot.

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A True Story

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How will we protect our children with thousands of cars and thousands of visitors separated only by a **chain-link fence and vegetation** (as is indicated in the DEIS). The more than 1000' of chain link fencing along our property line **does not** provide adequate protection for our children.

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We ask that you recognize our concerns and engage us in a **coordinated strategic approach to safety and security planning**. We are prepared to meet to develop a safety plan for our shared border.

Thank you for your time.

Sincerely,

Michael F. Dantona, Ed.D.
Superintendent of Schools
Floral Park-Bellerose School District

PRIOR SUBMISSIONS AT DEIS HEARINGS

**FLORAL PARK BELLEROSE SCHOOL BOARD VICE PRESIDENT
LAURA TRENTACOSTE
JANUARY 10th SESSION**

Belmont Development Testimony
January 10, 2019

Statement from the Floral Park-Bellerose School Board

Good Evening,

My name is Laura Trentacoste. I am the Floral Park-Bellerose School District Board of Education Vice President. During each of your listening sessions we have had a representative here imploring you to engage with us. You've touted the many groups you've worked with in planning the Belmont redevelopment but you have not conversed with us.

Please call our district office tomorrow morning to set up a meeting, you too, Mr. Brown. We'd like to show you Belmont through our school yard and bring you on a bus tour so you can experience the traffic obstacles that our bus drivers are already facing every day.

We are very worried about our children. Please call the district office tomorrow morning to make an appointment - we are waiting to speak with you.

Thank you.

PRIOR SUBMISSIONS AT DEIS HEARINGS

FLORAL PARK BELLEROSE SCHOOL BOARD MEMBER
DOUG MADDEN
JANUARY 9th SESSION

**Belmont Development Testimony
January 9, 2019**

Statement from the Floral Park-Bellerose School Board

Good evening. My name is Doug Madden. I am a trustee of the Floral Park Bellerose School District as well as a 15 year Floral Park resident.

I am here tonight on behalf of the more than 900 students at the Floral Park Bellerose Elementary School and their families as well as in support of my fellow Floral Park residents who object to the scale of this project.

As you know, the North Lot of Belmont is separated from Floral Park Bellerose School by nothing more than a chain link fence. The children of our community – our students, youth sports organizations and neighborhood children use the field that leads up to this fence all year round.

We have repeatedly asked that a physical barrier be erected on the Belmont side of the fence so that our children will not come in contact with the thousands of strangers who would be arriving in this lot including those who would be tailgating, drinking alcohol and even smoking marijuana with our Governor's support. To date, this physical barrier does not appear nor is it mentioned in the development plans. To my knowledge, no one has contacted the school district to provide any concrete details. We again request that the barrier be erected prior to any other construction beginning. We also want assurances that we will have someone from the ESD on point to promptly address any negative impact the construction may have on our day to day operations of Floral Park Bellerose School.

These are simple requests.

With regard to traffic and safety.....

There are 4 schools within the boundaries of Floral Park Village.

2 of them are on Plainfield Ave.

By some estimates, these new attractions could bring an average of 45,000 daily visitors to a surrounding area that is nearly entirely residential without any of the necessary infrastructure to accommodate anywhere near that volume of traffic. Traffic apps will send hundreds and hundreds of extra cars through our residential streets. The DEIS traffic study does not account for this in good faith.

Many of our students walk to and from school. Our buses already have difficulty traversing our narrow roads. The additional traffic will inherently endanger our children and slow emergency response times for the first responders that our community pays for itself.

Belmont Development is a good thing. However since this plan has chosen not to realistically assess its impact nor provide for appropriate infrastructure improvements, we believe it is too big and will significantly negatively impact our community and our schools. We remain hopeful that it is not too late, that our state representatives will care about us and will work with us to ensure that this development is a benefit, not a disaster.

The Board of Education and our Superintendent look forward to your outreach on these issues sooner rather than later.

Most Respectfully, Doug Madden

PRIOR SUBMISSIONS AT DEIS HEARINGS

**BELMONT TASK FORCE MEMBER
FORMER MAYOR THOMAS TWEEDY
JANUARY 8th SESSION**

The Village of Floral Park, the hamlet of Elmont, the Town of Hempstead and Nassau County have been hosting communities of Belmont since May 4, 1905: Belmont Park's Opening Day. Floral Park and her neighboring communities have long supported Belmont Park but have grown increasingly concerned since 2007, when NYRA went into receivership.

Power- Sadly the ESD has declined to act or consider our 10 year old proposal for a Clean Energy – Cogeneration facility at Belmont Park. This environmentally responsible proposal would have been the foundation upon which all development would be built. By providing the economic advantage of reliable, independent, inexpensive electricity and then utilizing the waste product of that electric generation, namely heat, to provide the raw material for all Air Conditioning and heating needs – and all new all development including NYRA's grandstand, racetracks for its future planning regarding night racing, winter racing as well addressing the future needs of its entire campus thus assuring a more profitable and sustainable future at Belmont Park. But given the lack of consideration this plan has received, whatever future development takes place at Belmont Park, cannot negatively impact Floral Park or any of the hosting communities. The plans for the enormous new power loads must be disclosed. Since Sandy, we have all experienced just how fragile our overburdened and unreliable electric grid system presently is. The DEIS states that this project will be served by power lines running through Floral Park to a huge 42,000 sf substation located on the Belmont Park property. A substation is not a generator of power; it simply provides the ability to distribute electric by transforming high voltage electric to usable line voltage electric. What will these dedicated power poles located in Floral Park look like? Will they be similar to the ones presently in Eastport, the Pine Barrens and Riverhead: 80' high, 9' circumference reinforced steel poles? Will these structures convey high tension power lines from a new substation at the LIRR Mainline down Plainfield Avenue to Belmont Park? The details of this conveyance and the power requirements must be disclosed to the public and our elected officials for review and comment before the project get the go ahead by the ESD.

Presented by Thomas J. Tweedy,
January 8, 2019

PRIOR SUBMISSIONS AT DEIS HEARINGS

**BELMONT TASK FORCE MEMBER
FORMER MAYOR THOMAS TWEEDY
JANUARY 10th SESSION**

Buffer- If the North Lot is to be utilized a natural buffer must be incorporated into that planning: A buffer that would keep the Park in Belmont Park and not just Park-ing. Many suggest a 300' buffer, a football field running from Mayfair Avenue to the LIRR fence maintaining a circuitous yet parallel line with the FPBS fence line and fields. This buffer must include planting and irrigation for its entire length. This buffer must also include the already agreed upon earthen berm of approximately 15' in height and that berm located on the inside edge of this new 300' buffer.

I suggest that the ESD refrain from any third Party leases on these State lands at Belmont Park. The Islanders and the NYAP are simply tenants. And as tenants, they understand their obligations and their limitations of their Lease and if mitigation is not agreed to early there is no chance of receiving mitigation later.

Mitigation- Therefore, if the North Lot is to be utilized, the FOB should solicit a separate RFP for the North Lot Parking Franchise. This establishes a separate and clear line of responsibility and authority between the landlord (the State) and the Tenant. Or the ESD and the FOB could provide the Solomon- like solution and offer the Village of Floral Park and the TOH the management and responsibility of the North Lot. The mutual benefits are obvious: I am confident Commission McAllister and the FPPD would maintain safety, patrol and order, as deputized law enforcement officers of the State of New York, not just rent a cops as suggested by the NYAP; thereby assuring the safety and security for the Tenants' many customers..

All revenue generated by event parking, sale of permits on the State's North Lot would be shared between VFP and the TOH. This revenue would help offset some of the financial burdens and help recoup some of the expenses the new Tenants' developments would burden the local communities.

This transfer agreement would also allow the continuation of an imperative intermunicipal agreement with and among NYRA, VFP, VSM, VB, VNHP for snow storage during winter storms. These intermunicipal agreements are a hallmark of Gov. Cuomo's cost savings plans. His push for shared services, if interrupted, would cost local villages' untold additional costs and inconveniences. Sadly, the DEIS does not speak to these community impacts as the overarching continuous narrative read in the document seems to be: What's good for us is good for us and the rest of you – you're on your own.

I do not believe this is the sentiment the Governor expected for this project, but it is what we feel.

Presented by Thomas J. Tweedy
January 10, 2019

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER KEVIN FLOOD
JANUARY 8th SESSION

In December 2017, ESD announced the conditionally designated winner of the 2017 RFP to NYAP, who presented a development encompassing 43 acres of land, designated as Parcel A&B. Parcel B was intended to be 28 Acres of parking for the development, Public Park Space and community centers (south of Hempstead Turnpike). Parcel A was intended to be an Arena, boutique shopping and complimentary restaurants (immediately adjacent the existing Grandstand). The Village of Floral Park, although with caution, recognized the development as something that would secure Belmont for another 100 years and possibly provide an economic engine for the area. Since then the project has changed dramatically and the footprint and overall land use and surrounding community impact has also increased dramatically. According to the DEIS, the reason for the change in plan was because Value Retail PLC, a NON-US based outlet operator, thought it would be better for them. They didn't like the feel of the layout originally proposed & accepted by the state. ESD listened to their concerns and changed the project to reflect their needs and their wants, to our detriment.

This is a far cry to what has been happening to the NYS residents and taxpayers surrounding Belmont Park, who will have to live with this development, and its enormous impact on our quality of life, for the rest of our time here. Time and Time again, we have let the ESD & NYAP know we are unhappy with the growing nature of this project and its now very intrusive characteristics. We have expressed our desire to have it changed for our betterment, but unlike the cooperation given to Value Retail PLC (NYAP) from ESD regarding their needs & desires, we have been ignored. And to make matters worse, not only have our concerns not been addressed, or even attempted to be mitigated, the ESD & NYAP continue to expand the project with the now emerging use of yet another illuminated parking lot in the West End, they refer to as the "East lot".

I respectfully ask the ESD, NYRA, NYAP, FOB and the elected officials representing us to please listen to our legitimate concerns and address them with meaningful input and impact.

The ESD must be cooperative with the VFP & Elmont Community's needs and wants, as they were with Value Retail PLC. This is our quality of Life & the ESD

should not be looking to accommodate foreign based outlet operator, but rather the NYS taxpayers who surround this development and will have to live with it every day

Tonight I would like to specifically address parking surrounding the West End and its impacts. I would like the following addressed:

- Please describe the lighting, and how it is planned to mitigate its impact.
- Will the lighting be angled away from homes and our school?
- What is the height of the lighting?
- Can the lighting be turned off during off hours/non event nights?
- Will trees be planted on the interior & perimeter of the lot to mitigate heat, light & noise pollution?
- The lighting impacts of the East lot must be addressed. Will a jersey wall be placed on the interior of the practice track to deflect light and noise pollution from residential homes?
- We must be guaranteed a substantial 500 foot buffer of natural vegetation & mature dense trees, along with a 10 foot tall berm wall, in perpetuity, along the entire border of the West end of Floral Park. Starting at Plainfield Ave all the way to the FPBS with no gaps. This must be guaranteed in writing and never be removed.
- Tailgating must continue to be not permitted at Belmont Park and must be strictly enforced, with substantial monetary fines paid to the VFP community if it is not.
- A "no horn honking" rule must be in place within the Belmont Park campus, with substantial monetary fines paid to the VFP community if it is not.

This is just naming a few concerns regarding the lots surrounding the quiet residential community of the West End. There will be many more addressed and submitted in writing and I do hope the ESD & NYAP will show us the same respect and consideration as Value Retail PLC, a NON-US based outlet operator, received when requesting a dramatic change in the project for their betterment.

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER KEVIN FLOOD
JANUARY 9th SESSION

Good Evening. I want to thank the ESD for allowing the members of the communities most impacted by this over development to voice our concerns and have them addressed before the project can move forward. There are still an abundance of serious issues and concerns that need to be addressed and I hope that the ESD and NYAP can answer the call.

Although there are many open items still to address, I'd like to point out one very big concern that has been slightly addressed in the DEIS; and that is Tailgating. I was very pleased to see ESD & NYAP confirm in the scoping document that tailgating is CURRENTLY not allowed at the Belmont Park development. In addition, it was further acknowledged and confirmed in the DEIS that Tailgating IS NOT allowed in the Belmont Park parking lots, under CURRENT CONDITIONS. I am glad to see this language in the document, but, as we have learned from the past, words like "PROPOSED" and "CURRENTLY" are strategically placed to leave it open ended. THE FEIS MUST CONTAIN DEFINITIVE LANGUAGE CONFIRMING TAILGATING IS NOT AND WILL NOT BE ALLOWED IN THE BELMONT PARK CAMPUS.

To start, what law enforcement agency will be responsible to enforce this law on the Belmont Campus. Being that it is State land, the NYS troopers should be patrolling the campus making sure Tailgating is not occurring next to our homes, schools, or anywhere on the Belmont Campus. Hired security and NYRA pinkertons will not be enough. Whatever agency is patrolling the campus, they must have the authority to enforce the law. This must be addressed in the FEIS.

Second, if Tailgating is happening illegally on the Belmont Campus, what will be the repercussions to those who partake in this activity,

next to our homes and schools? Will there be fines? Will there be arrests? This is something the surrounding communities need to know.

And finally, if the situation arises that the developer, NYAP, NYRA or the state is not patrolling and aggressively enforcing this NO TAILGATING policy, what repercussions will be in place for the land operator? Will the VFP police be able to randomly audit the grounds to see if this commitment is being upheld? If it is not, how will the communities be compensated?

This is a serious issue and needs to be addressed in the FEIS. Being that the ESD & NYAP insist on placing these parking lots, and all the potential behaviors that occur in them, immediately next to our residential homes and our children's schools, this should be a priority and must be spelled out very clearly in the FEIS.

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER BERNADETTE SMITH
JANUARY 8th SESSION

My name is Bernadette Smith and I am a lifelong resident of Floral Park. I have watched the massive expansion of the projects scope over the past year, to cover an area 400% larger than the original plan. This project is too big.

The original smaller plan was already going to be a difficult burden on the community of Floral Park and our neighboring communities such as Elmont, Bellerose, and eastern queens. But the current plan presents problems with traffic and other adverse impacts that - as stated in the recently released DEIS - can "not be mitigated".

I implore you to rethink this project in so many ways. To name a few:

Reduce the scale of the project.

Build a full time rail road station at Belmont.

Drop the mega mall from the plans.

Keep the parking away from the north side of the property where it will abut schools and private residences.

You claim to be engaging with our communities. I have personally been to meetings with some of you. These are our concerns and they have not been addressed.

Reconsider.

Remember the human potential of all the communities bordering this project. Respect that all these residents, their future, their families, their way of life, are worth more.

PRIOR SUBMISSIONS AT DEIS HEARINGS

**BELMONT TASK FORCE MEMBER BERNADETTE SMITH
JANUARY 10th SESSION**

This project is Too large, is massively flawed and needs to be reworked.

I think it is important to note that this project is repeatedly called the arena project or the islander arena project but that is not entirely accurate. The public relations for this project was genius. It was all about the islanders. It sort of changes the flavor of any opposition to anti-islander BUT The idea that this is about the islanders is ludicrous. This project is vastly larger than just an arena. It is an arena PLUS a hotel PLUS a mega mall.

It's been continuously expanding in scope with the minimal amount of explanation and study possible in order to appear compliant.

Energy - an article released by Politico, today, makes 3 main points:

1- A National Grid rep said last November "Supplying firm service (365 days) for this Project is contingent on the successful and timely approval and permitting of the Northeast Supply Enhancement Pipeline Project (NESE), A(NOTHER) controversial project expected to provide a guaranteed natural gas supply for the the Belmont Park project

- National Grid has said the pipeline is crucial to support growing natural gas demand in New York City and Long Island.

2 -Mr Sterne was quoted as saying: "Belmont can move forward without the pipeline and the alternative is definitely not oil, as we're exploring all clean energy and renewable options."

-BUT No other options were mentioned in the DEIS

3- Gov Cuomo's commitment to green energy demands he block the pipeline project.

- We don't have an answer on this.

Where will the rest of us be when this project uses all the available resources?

We don't have an answer on this, highlighting again how this project is massively flawed and needs to be fixed.

Economics

Local businesses could most assuredly gain from an influx of visitors to the area.

In particular, we've heard from some of our neighbors in Elmont that they welcome the economic growth. So do I.

But - this project is massive, and it is geared to bring people on to the campus of Belmont state park and KEEP them there.

At the current scale, Patrons will not be stopping in at local bakeries or restaurants, they will be doing those things on the Belmont campus. Hempstead turnpike, tulip Ave, Jericho Tpke - all the local businesses could thrive with a reasonably sized project, but not with one of this magnitude. People will be relieved just to arrive there - or to finally make it out of a parking lot.

The promise of local growth is not likely as the project stands now

Which brings up the final point - the traffic experience of visitors.

- Many have spoken of what the traffic will do to local neighborhoods' quality of life

-But how is it conceivable that a project this large, drawing what the developers hope will be at least 47,000 people daily can be sustainable? After a times of sitting for hours on the Cross Island or local roads... What makes you think they'll come back.

-I can't foresee the long term success of this. As it is stands now, I fail to see the benefit of this project in the long term for anyone in the immediate vicinity.

Bernadette Smith

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER FRANK GUNTHER
JANUARY 8th SESSION

Belmont Development
Public Hearing Jan 8, 2019
Comments by Frank Gunther, Floral Park resident

Transportation

- Many of the CIP highway segments operate at congested or near-congested conditions in at least one direction during peak periods under existing conditions.
- Even with the proposed series of transportation demand management measures in place, it is expected that there would still be some highway segments where the TMP would not be sufficient to fully mitigate significant adverse traffic impacts. However... the TMP would, if necessary, be refined during the proposed project's operations as real time information becomes available.
- Potential for Traffic Diversions:
 - "certain routes in the vicinity of the traffic study area may be susceptible to traffic diversions by drivers using mobile navigation apps with real time data to avoid congestion, or by other motorists with a high degree of familiarity with the local street network." (*Acknowledgement that Floral Park will have problems; but does not provide a solution until it is realized after the fact.*)

Mitigation

- The DEIS identifies two mitigation approaches:
 1. Adjustments to existing traffic controls: for example signals, traffic enforcement agents before or after events, turn prohibitions, geometric improvements to intersections (e.g. re-striping, new lane designations, etc).
 - a. This mitigation is *based on the assumption identified above that only 3% to 5% of the vehicles will access the site from the local street network*.
 - b. This is inaccurate. *The mitigation plan will need to be revised once an appropriate amount of traffic is assigned to the local street network, including identifying where physical improvements are required.*
 2. Transportation Management Plan (TMP) as a way to mitigate potential impacts.
 - a. *Transportation demand measures* (e.g. carpooling and incentives to use mass transit)
 - b. *Operational strategies* (e.g. management of parking facility utilization and communication of event day transportation conditions). The goal is to reduce volume of project-generated traffic and redistributing traffic away from peak arrival and departure hours.

Failure of the proposed Mitigation Plan

- While a TMP is required for this project, ***the TMP identified in the DEIS fails to identify the adverse effects triggered by the proposed TMP strategies.***
- For example, the TMP identifies advising "background traffic...to avoid using the Cross Island Parkway near Belmont Park" (page 17-4). This strategy promotes diverting traffic from the CIP to local streets in the area, but ***does not provide any substantial mitigation to address this diverted traffic.***
- ***The TMP identifies a traffic monitoring program which would be conducted after the project is constructed and occupied to identify potential impacts and address them accordingly. While continued monitoring of traffic conditions around the proposed project is beneficial, deferring improvements until after the construction of the project is contrary to the purpose of the EIS process.***
- Physical improvements can take years to progress through design, property acquisition, and construction, during which time the impacts go unmitigated. Impacts associated with the proposed development must be identified prior to the construction of the project and mitigation measures implemented prior to opening of the project.

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER FRANK GUNTHER
JANUARY 9th SESSION

**Belmont Development
Public Hearing Jan 9, 2019**

Comments by Frank Gunther, Floral Park resident and member of the Floral park Mayor's Task Force

I have reflected on comments heard at last night's hearing and the proposed Belmont Project time line, which schedules:

DEIS 4Q18

FEIS 2Q 19

Start construction 2Q 19

I must ask how responsive and real the ESD's commitment is to complying with the UDC act 6266(1) which mandates it to "work closely, consult and cooperate with local elected officials and community leaders..."

How will the comments expressed under the DEIS public hearing process be responded to and addressed completely and responsibly - all within less than 90 days until start of construction?

The Village of Floral Park has communicated numerous times to ESD and to our elected officials in matters about the project that affect our communities. I am asking where will be found specific responses to the following VFP letters which followed Listening sessions

Dec. 11, 2017 letter

- Islanders identified significant changes as necessary components of the project: increase the capacity of the CIP and feeder roads leading to Belmont.

Dec 12, 2017 letter

- Reservations about a process that excludes a comprehensive Master Plan for Belmont that includes NYRA future plans for the property, which remain insistent but vague as of this date.
- UDC Act 6266(1) requirement that ESD "give primary consideration to local needs and desires and (to) foster local initiative and participation in connection with the planning and development of its projects..."
- Impact on Local Communities: Questions 1 & 2: Offset to costs incurred by neighboring villages (fire, police, rescue and sanitation)
- Environmental Impacts Question 7: Preventing honking of car horns, often notorious before and f]after events
- Impact on Existing Services Question 24: How does the proposed project plan to accommodate population east of the site with mass transit via the LIRR
- Socio-economic impacts Question 29: beautification/improvement of Hempstead Tpke.?
- Long term/Operational Phase Questions 7 & 8: need written commitments regarding Plainfield and Mayfair gates; question 17

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER DENNIS MCENERY
JANUARY 8th SESSION

Dennis McEnery
Floral Park Belmont Park Improvement and Redevelopment Task Force member
Floral Park Zoning Board of Appeals member

The Zoning Board membership is mentioned too because we regularly address New York's SEQUA requirements, and if any resident ever said they wanted a "buffer" between them and their neighbors, but will not tell their neighbors and the Village Board how large that space will be, what kind of landscaping will be included, how high any landscaping or fence will be or even what that fence will look like, chances are that such a request for relief would be readily denied as being insufficient, and the Town of Hempstead Zoning Board would likely not permit that to ever take place either.

MITIGATION

How the State of New York therefore can allow this DEIS to move forward as currently presented is simply outrageous.

The State of New York needs to MITIGATE **BEFORE** the arena, hotel and retail megamall are allowed to operate and open.

The Draft Environmental Impact Statement [DEIS] is seriously deficient and its SCOPE of review is far too narrow and therefore needs to be redone.

The submitted DEIS does not encompass the ENTIRE 435 acre Belmont Park campus, which is a fatal flaw that needs to be corrected BEFORE any shovels are allowed to be put into the ground.

SEGMENTATION

It appears that on one hand, the State of New York's Empire State Development [ESD] team and New York Arena Partners' [NYAP] hired consultants time after time assert that anything to do with the rest of the Belmont Park campus is beyond their scope.

They also claim that the New York Racing Association [NYRA] with its plans for new night time horse racing, with new light towers similar to those installed at Daytona Raceway, as well as new winterized tracks and racing, for example, are also not their concern and will be ignored as part of their ENVIRONMENTAL IMPACT study, which is therefore fatally flawed.

Their DEIS makes the bold statement:

HOWEVER, ANY ACTIVITIES BY NYRA ARE SEPARATE PROJECTS FROM THE PROPOSED PROJECT, HAVING INDEPENDENT UTILITY FROM SUCH EFFORTS AND **IN NO WAY** DEPENDENT ON SUCH ACTIVITIES. See: DEIS Section 2-26

Yet in the very same DEIS is the admission that in fact the ENTIRE project is VERY DEPENDENT upon NYRA'S portions of the Belmont Park campus, which includes THOUSANDS of parking spaces which the project DEPENDS UPON in order to make the project work.

The DEIS admits that:

THE PROJECT SITES WOULD INCLUDE A TOTAL OF 1,900 PARKING SPACES IN NEW STRUCTURED PARKING BENETH THE RETAIL VILLAGE [sic] AND WITHIN AND BELOW THE HOTEL'S PODIUM. See: DEIS Section 11-2

So this megaproject which itself includes LESS THAN 2,000 parking spaces, even though it includes a 19,000 seat arena, a 250 room hotel with a "CONFERENCE center" and a retail "village" which is projected to attract multi-millions of visitors in and out each year, to state that it is in 'NO WAY DEPENDENT' upon NYRA is simply incredible.

So where will those thousands of arena spectators, hundreds of hotel guests and millions of retail tourists park? Low and behold from the STATE OF NEW YORK itself and its other Belmont Park tenant NYRA!

The DEIS, which on one hand asserts that its focus is just on its own portions of the Belmont Park campus, turns around and makes the following fatally flawed admission:

DURING TIMES OF HIGH ATTENDANCE ARENA EVENTS AND/OR PEAK SHOPPING PERIODS, APPROXIMATELY 6,312 ADDITIONAL PARKING SPACES ON THE NORTH, SOUTH, AND EAST LOTS WOULD BE MADE AVAILABLE TO NYAP THROUGH A SHARED PARKING AGREEMENT WITH THE NYS FRANCHISE OVERSIGHT BOARD (FOB) AND THE NEW YORK RACING ASSOCIATION (NYRA). See: DEID section 11-2

Obviously it is clear that NYAP is completely **dependent** upon NYRA and its portions of the Belmont Park campus too, so the DEIS needs to be completely redone to encompass the MASTER PLAN and DEIS for the entire 435 acre Belmont Park campus.

This is a classic case of improper and too much SEGMENTATION and the State of New York, the OWNER of the entire 435 acre Belmont Park campus needs to fully comply with both the spirit and letter of its own SEQUA protocols and requirements. The DEIS needs to be redone.

MASTER PLAN

By way of further example, the Grandstand complex which is directly adjacent to the proposed arena and hotel, as well as across from the retail MEGAMALL which is now on the scale of the Manhasset Miracle Mile rather than just a "retail village", is at 105 feet "surpassing the height of all other buildings within the Elmont and Floral Park areas." See DEIS: 2-24.

Just like everything else about this proposed OVERDEVELOPMENT at Belmont Park, the NYAP consultants are touting their reduction of the height of the proposed hotel from 265 feet to "just" 150 feet, which is 45 feet HIGHER than the HIGHEST structure within the community is some sort of "concession" and "improvement" to the DEIS, which is just too much hubris to believe.

The Grandstand and Clubhouse is 265 feet in DEPTH [which is where the NYAP consultants probably came up with for their 'phantom' initial height of 265 feet HIGH hotel] and contains OVER 1.3 million square feet of floor area, so NOT to delve into what NYRA's plans are for Belmont Park and to have to have an COMPREHENSIVE ENVIRONMENTAL review is simply unacceptable.

Many of Value Retail's foreign shopping tourists destinations have steadily expanded through phased expansions, so it is fair to assume that its 435,000 square feet of retail space on the south side of Hempstead Turnpike will eventually be expanded back into the north side of Hempstead Turnpike either within the area where NYAP initially represented to be its "ideal" location, or in conjunction with NYRA's 1.3 million square feet of floor area within the Grandstand and Clubhouse. There seriously needs to be a Master Plan for Belmont Park in which NYAP's current and future plans are clearly mapped out.

ALTERNATIVES

The DEIS is also seriously flawed because it sets out only TWO Alternatives. The preferred alternative is what NYAP proposes, which is the overdevelopment of Belmont Park, which is what it wants. The only "other" alternative is the excluding of the 19,000 seat arena, which many Islander fans would be surprised to learn would be NYAP's first portion of their proposal to be jettisoned, rather than their last.

The DEIS needs to be rejected and redone to break out and address the exclusion of all THREE major components, not just the "no arena" alternative, but also the "no megamall" alternative and the "no 150 feet high hotel" alternatives too.

Of particular glaring deficiency is the failure to honestly set out the specific SEQUA implications relating to the Value Retail megamall. There have been varying estimates of the number of "destination retail" visitors who will be entering and leaving the Belmont Park community on either an annual or more specifically, based upon the traffic flows of the retail year. Is it 3 million, 6 million, 9 million or even more annual visitors?

One need only read about the recent disastrous Black Friday parking lot debacle experienced at Deer Park's discount retail "village" or the over 13 million visitors to Value Retail's major competitor at Woodbury Commons, which is adjacent to the typically free flowing NY State Thruway, rather than the ALREADY over capacity Cross Island Parkway, to see that NYAP's failure to remove the retail component as a potential Preferred Alternative makes the current DEIS fatally flawed.

PROJECT CREEP

The DEIS needs to be sent back to the drawing board because of the improper Project Creep by which this entire selection and SEQUA review has been poisoned. For the State of New York to be a party to such a hastily and insufficient SEQUA process goes to the very core of government accountability and civic responsibility .

When the NYAP submission was evaluated against its competing plan for an outdoor soccer stadium with underground parking for its attendees, the NYAP proposal that was submitted and initially evaluated with the vast majority of its own on-site parking placed immediately accessible and adjacent to the arena on the 28 acre South lot. NYRA previously stated that its 28 acre parcel south of Hempstead Turnpike encompassed 4,520 parking spaces, while its 8 acre parking field where the proposed arena will be had 1,820 parking spaces, so those 6,340 parking spaces will be all but lost, and only replaced by the 1,900 parking spaces proposed by NYAP, 1,400 of which will be at or below grade at the retail area, not associated with the arena itself.

The 77 acre Nassau Coliseum site, for example, which hosts "Da Barn" with now 13,000 seats has roughly 6,500 parking spots directly adjacent to the arena, which is one parking space for every two attendees. Yet those same NY Islanders propose to construct a 19,000 seat arena with only 1,900 parking spaces of their own, which is one parking space for every ten attendees. While we may have enjoyed seeing ten clowns coming out of one car at the circus, all the travel "behavioral changes" in the world will not overcome the seriously flawed DEIS as it has been submitted. This alone is a significant adverse environmental impact that this project must mitigate before any shovels are put into the ground.

As for the unknown, but multi-million "tourist retail" visitors to the "retail village" megamall complex, there have been projections in the DEIS that 30 percent of those visitors will be national or international visitors. The DEIS states that it is "A UNIQUE SHOPPING EXPERIENCE THAT ATTRACTS LOCAL AND REGIONAL CUSTOMERS, AS WELL AS NATIONAL AND INTERNATIONAL VISITORS, AS VALUE RETAIL'S EXPERIENCE IN BICESTER, UNITED KINGDOM AND IN SHANGHAI CHINA HAS SHOWN." See: DEIS Section 7-23.

As an initial matter, now that the NYAP representatives have placed into issue their "experience" in Bicester Village near London, which is reportedly the second most visited tourist site for Chinese visitors to the London area, as well as Shanghai China, the State of New York needs to have the DEIS include said "experience" including the number of visitors and travelling patterns provided with specificity, as well as the transportation and parking and other environmental impacts said Value Retail sites have on their hosting communities.

According to recent media reports, for example, the governments hosting the Bicester location have instituted direct train service specifically for the retail experience from central London, unlike the current DEIS which admits that but for 2 LIRR trains to and from major arena events, there will NO such regular LIRR train service what so ever to or from Belmont Park, which should service both the local community commuters as well as a significant number of those same national and international "retail tourists" who will be travelling to Belmont Park.

To give some perspective to the millions of "retail tourists" that may significantly impact and disrupt the hosting communities, the governor recently held his inaugural address on Ellis Island, which has "just" 3 million visitors a year, and none of which use local communities' roads to travel there!

NYAP's major owner should also be familiar with the Empire State Building, since his family real estate firm purchased the Empire State Building land from yet another family owned real estate concern run at the time by Donald Trump, which hosts 3.6 million visitors a year. Has the DEIS consultants even considered the amount of bus traffic and tourist activity around the Empire State Building as a guide post for what will take place at Belmont Park?

Surely the I LOVE NEW YORK tourist promoters within the State of New York can provide a better evaluation of the significant adverse environmental impacts the 3 or 6 or even 9 million "retail tourists" will impact the Belmont Park hosting communities.

NUMBER OF POTENTIAL PERMANANT JOBS: NO ANNUAL SALARIES

While there continues to be a suggestion that 3100 permanent jobs will be created, the DEIS discloses roughly a thousand LESS such jobs.

While the State of New York ESD has disclosed its MEMORANDUM OF UNDERSTANDING with Amazon in relation to its Long Island City location, with a stated 25,000 permanent jobs over ten years at an average salary of \$150,000+ per year, no such information or projections are provided within the Belmont Park DEIS.

While the NHL discloses the salaries of all its professional hockey players to the dollar for salary cap purposes, NYAP and Value retail are stunningly silent concerning the projected average salaries that will be created at Belmont Park. Is this because instead of the Amazon highly skilled jobs being \$150,000 per year, the Belmont Park low skilled jobs mostly will be \$15.00 per hour?

Once again the DEIS needs to be redone to address this short coming and to provide the disclosure of all agreements similar to what the ESD has so proudly disclosed in relation to its Amazon megaproject in Long Island City

CONCLUSION

The DEIS is seriously deficient and must be done over before any approval is provided or any shovel is placed in the ground. Among the three components of the arena, hotel and megamall, the alternative of NO MEGAMALL is the PREFERRED ALTERNATIVE in order to avoid the OVERDEVELOPMENT instead of the redevelopment and improvement of Belmont Park. The State of New York needs to go back to the drawing board and start the DEIS process over.

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER DENNIS MCENERY
JANUARY 10th SESSION

Belmont Park Public Comments Thursday January 10, 2019

Dennis McEnergy

Thank you to all the neighbors and concerned citizens who have attended this long public session tonight, as I and former Floral Park Mayor Tweedy have been placed by the ESD at the end of the very long bench of Long Islanders who oppose the OVER development of Belmont Park.

As an initial matter, I am a proud graduate of both LaSalle Academy and Providence College in Providence, Rhode Island, where the Islander's President Lou Lamireillo is also a fellow alumnus as he was the Athletic Director and Hockey Coach while I was the captain on the lacrosse team, so like many other speakers, this is not about the Islanders but rather about the unbelievable and unbearable over development of Belmont Park proposed by the current DEIS.

We all remember Mister Roger's Neighborhood and being a good neighbor. So when someone wants to move into the neighborhood, neighbors ask each other "so who wants to be our neighbor and does anyone know what their current neighbors say about them?"

Now the neighborhood knows that their current neighbors have a very disruptive annual gathering once a year in June, which brings tens if not hundreds of visitors to the Belmont Stakes which all but paralyzes the entire neighborhood, but that has been accepted in return for a relatively peaceful and cooperative relationship the rest of the year. It is the new tenants everyone are rightfully worried about.

So we all have heard a lot about their kids who play a lot of hockey, but what about their parents and what about their neighbors where they currently have a place?

The DEIS states that they currently operate "A UNIQUE SHOPPING EXPERIENCE THAT ATTRACTS LOCAL AND REGIONAL CUSTOMERS, AS WELL AS NATIONAL AND INTERNATIONAL VISITORS, AS VALUE RETAIL'S EXPERIENCE IN **BICESTER, UNITED KINGDOM AND IN SHANGHAI CHINA** HAS SHOWN." See: DEIS Section 7-23.

So what can we learn about their current operations in Shanghai China or Bicester near London that may be of interest to their potentially new neighbors hosting Belmont Park, who literally have had the same friendly and stable neighbors who have conducted world class thoroughbred horse racing for over a century?

First of all, it is a little concerning that **VALUE RETAIL** operates so collaboratively and "comfortably" in a single party dictatorial political climate in **SHANGHAI CHINA**, although the State of New York, as evidenced by its ESD bureaucrats, now seem intent in fashioning themselves after that same type of one party dictatorship rule.

Since you can't find anyone in China who can to speak out against their communist leadership and their **VALUE RETAIL SHANGHAI CHINA** collaborators, but where they do have as another popular tourist destination **CHINA'S GREAT WALL**. That **GREAT WALL OF CHINA** hosts about **NINE MILLION TOURISTS** a year, which is about 25,000 visitors a day, which is a lot LESS than the 45,000+ per day that these new **VALUE RETAIL** neighbors along with their own State of New York collaborators want to visit Belmont Park, **EVERY DAY** and not just once a year on a weekend in June like our current Belmont Park neighbors.

So having to look at Bicester Town in England, which still has a representative form of government, what do **VALUE RETAIL'S BICESTER VILLAGE** NEIGHBORS say about VALUE RETAIL?

On FACEBOOK, the **I HATE BICESTER VILLAGE TRAFFIC** page has over THREE THOUSAND MEMBERS!

That seems to be a pretty damning visceral reaction of no less than 3401 neighbors to have actually taken the time to become a FACEBOOK MEMBER of an actual public HATE page specifically against **VALUE RETAIL'S BICESTER VILLAGE!** WOW!

This past weekend, on January 6 2019, the local police in the Bicester Town area in England actually had to issue a travel advisory about a classic car caravan. Is that something that VALUE RETAIL will also be imposing upon its new Belmont neighbors too?

The pictures of Black Friday gridlock caused by **VALUE RETAIL'S BICESTER VILLAGE** also have recently once again made the news in Bicester Town in England. [Picture of chocked roadways on Black Friday in Bicester England shown to ESD and NYAP representatives].

A lot of discussion has been made about attracting new businesses on Hempstead Turnpike. Did the Elmont residents like and welcome a new TJ Maxx store as their new neighbor? [Several audience members loudly respond saying "YES" to TJ Maxx].

Well over in BICESTER ENGLAND, when a TK Maxx store recently wanted to become a neighbor of **VALUE RETAIL'S BICESTER VILLAGE** it seems that **VALUE RETAIL** was the first one to object and was not a very welcoming neighbor to them at all.

In fact, VALUE RETAIL took the extraordinary step of closely reviewing and making numerous objections to its new neighbors, many of which are ironically exactly the SAME type of questions, objections and issues which VALUE RETAIL AT BELMONT PARK is all but trying to ignore and avoid. If these issues are good enough for VALUE RETAIL to ask about its potential neighbors in England, then they are good enough for it to answer from its Belmont Park neighbors in these UNITED STATES OF AMERICA. See: Bicester Town Ward; Case Officer Linda Griffiths; Applicant CPG Development Projects; Site: Land south of and adjoining Bicester Services, Oxford Road, Bicester U.K. RECOMMENDATION: REFUSAL

Here are some of the issues that VALUE RETAIL raised in BICESTER ENGLAND that VALUE RETAIL now needs to address before it is allowed to become a neighbor at Belmont Park, and which the current DEIS that is woefully incomplete and inaccurate, needs to be withdrawn and redone:

- 1] The proposal will have a **significant adverse impact on nearby areas and should therefore be refused**
- 2] The applicants approach **fails to consider alternative options**
- 3] The applicant **has failed to consider whether there are other, more accessible/better connected sites.**
- 4] **No cumulative impact assessment has been undertaken. Therefore the application is not credible.**
- 5] The Applicant **has failed to robustly assess the traffic changes** arising from the proposal

6] The **scheme is reliant upon private cars as the principle means of access to the site**, the implications of which have not been fully assessed.

7] **The level of traffic have been underestimated**

8] Insufficient evidence provided **to demonstrate that the application is capable of mitigating traffic increases on the highway network**. It should be demonstrated using **detailed modelling**

9] Site access from the local highway [A41 in England Cross Island Parkway and Hempstead Turnpike here] would come under pressure as a consequence of the application **traffic being unable to reach the development** from that direction

10] **It is too close to the local primary school**

[If the primary school in Bicester England needs to be protected and the application rejected, then surely our primary AND secondary schools of Floral Park deserve the SAME finding].

11] **Given the absence of a robust transportation analysis** it cannot be taken at face value that there is sufficient parking, **resulting in parking in the nearby streets**

12] **Service and delivery vehicles will queue back onto the adjacent highway network**

13] There is **no certainty that the local highways can accommodate the traffic** arising from the proposal

14] The applicant **has failed to clearly identify capacity to support the scale of retail proposed**

15] The applicant has failed to demonstrate it **can deliver appropriate and sufficient mitigation measures in order to off-set the increases in vehicular trips that would arise**

By the way, due to Value Retail's many valid concerns and comments as well as other neighbors' comments, the Maxx store was REFUSED by the Cherwell England's Planning Officer in 2015 as being the RIGHT PROPOSAL, WRONG LOCATION. While eventually the Maxx store was able to become a welcomed neighbor by the majority of its neighbors, it was only AFTER the applicant submitted a proposal worthy of such acceptance.

It is therefore requested that the NYAP representatives, who have sited their Bicester Village experience in England and China be required by the State of New York to disclose its own studies and traffic and significant impacts that its Value Retail locations have already experienced, including all studies, local municipalities, neighbors, etc. be made part of a new and more detailed DEIS.

As time is expiring, so as their ENGLISH neighbors SAY: 'What's sauce for the goose is sauce for the gander.' Or as we say here: WHAT IS GOOD FOR THE GOOSE, IS GOOD FOR THE GANDER.

After all these sessions of public comments, the overwhelming consensus is that the State of New York and NYAP have indeed cooked their own goose, so it is time you all eat crow or perhaps something else you can find at 'Da Barns' at Belmont Park. We go by 'da barns' on Hempstead TnPk. and they do indeed have chickens, not crows, as all the neighbors already know. REFUSE the DEIS and just do it over!

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER MARC MULLEN
JANUARY 9th SESSION

Good evening. My name is Marc Mullen and I am president of the West End Civic Association. The west End of Floral Park is the direct neighbor of Belmont Racetrack. From our perspective the 2 biggest issues we are facing is the North Lot and Arena Parking. The Newest ESD Impact Statement places 4,000 spaces for Arena Parking in the North Lot. The North Lot is the parking lot adjacent to Floral Park Bellerose School and many homes in the west end. The latest model has cars coming to over 300 arena events per year , parking their vehicles in the North Lot and being Shuttled to the Arena. Can you even imagine the noise pollution and quality of life violations that we will have to deal with on a daily basis. Most concerts, sporting events, etc...

start at 7pm, so by 5PM we will be subjected to crowds of patrons tailgating and basically partying in our backyards. What about afternoon events where patrons to the Arena will be parking when the kids are playing recess in the back of the school. Many sporting events in our Community use Floral Park Bellerose School on nights and weekends for practices or games. SO this affects everyone! As of this moment, nothing separates the North Lot Parking from our schools and homes. There is a theme these days called "Build A Wall". Doesn't matter right now on your political beliefs , but we need some sort of buffer between us and the Arena Parking. Whether it be a Noise Canceling Wall or a Wall of Shrubs we need to get the point across that we don't want to be subjected to

living next to an active parking lot. We also must be aware of patrons trying to skirt the entrances and park in the west end. I am pretty certain that the new Arena is going to be an expensive place to park your vehicle, what is going to stop people from trying to park in the west end and finding their way into the Arena. 8 years ago when I joined the West End Civic Association, I joked that we should put gates around the west end to make it exclusive, well that's not so funny anymore. We need to protect our families, our home values and most importantly our schools. If my residents do want to explore a gate or security booth around the west end, be prepared that we are not paying for it. I am hand delivering that BILL to you.

The sign when you drive into Floral
Park says "A Great Place to Live"
You should read it some time. It might
not mean anything to YOU, but it
means everything to us.

PRIOR SUBMISSIONS AT DEIS HEARINGS

BELMONT TASK FORCE MEMBER HEATHER MCCLINTOCK
JANUARY 9th SESSION

My name is Heather McClintock and I have lived in Floral Park for 17 years. Page S-9 of the DEIS report, states that one of the objectives of the Project was to "benefit the neighborhoods and communities adjacent to and surrounding Belmont Park." HOWEVER, on page S-34 of the SAME DEIS report, it is CONCEDED that "The Proposed Project would result in SIGNIFICANT ADVERSE IMPACTS ON THE LOCAL STREET NETWORK, THE HIGHWAY NETWORK, AND BUS SERVICE, AS WELL AS POTENTIAL IMPACTS TO PARKING." These 2 facts cannot exist in the same universe. Therefore, I am here tonight to present you with the top 5 reasons why the ESD must scale back the scope of this project:

NUMBER FIVE - Stores like Sears are closing, mortar and brick malls sit vacant like the Fortunoff mall - the very last thing Nassau County needs is more retail shopping. Put the parking lots back where you had them initially.

NUMBER FOUR - The high real estate taxes we pay for the promise of peaceful suburbia will be shattered with the urban crush of traffic and congestion that we will be burdened with under the current scope of this project. Drop the mega-mall.

NUMBER THREE - The mall customers will end up crowding out the arena visitors threatening the very success of the arena project. Look at the daily traffic nightmare at Woodbury Commons for reference.

NUMBER TWO - Beautiful Belmont park should be respected with thoughtful development - not overdevelopment of a project that is too big and will fail.

AND THE NUMBER ONE REASON WHY YOU SHOULD SCALE BACK THE SCOPE OF THIS PROJECTS IS BECAUSE LIVES WILL BE JEOPARDIZED WHEN THE EMERGENCY RESPONSE TIME IS SLOWED DOWN DUE TO THE INCREASED TRAFFIC ON LOCAL STREETS - how on earth can you go forward with these plans knowing what's at risk to your constituents.

Don't forget, the almighty dollar is not your constituent, we are, and our lives matter.

I IMPLORE YOU TO RECONSIDER THE SCOPE OF THIS PROJECT. Thank you.

PRIOR SUBMISSIONS AT DEIS HEARINGS

**BELMONT TASK FORCE MEMBER JESSICA ALFONSI
JANUARY 9th SESSION**

I feel like it's the movie Groundhog Day. I see the same people up here saying the same thing they said at the last public hearing. And it's because you are not listening to us. Floral Park's village administration and the Belmont Task Force has treated you all with respect, professionalism and TRUST. They brought several of you including Holly Leicht, Marion Phillips and Drew Gabriel on a tour of our village and specifically pointed out the close proximity of our homes and schools to the east and north lots. You saw with your own eyes they are a stones throw away from these parking lots you intend to use. Any rational person would look at that and say "we can't develop RIGHT HERE". Anyone with half a brain, or half a heart for that matter would say "this would truly disturb the peaceful existence of these residents". I am angry because common sense is not prevailing.

Your DEIS says NYRA doesn't allow tailgating but is that really enforceable? And what about the "Islanders Honk"? Would any of you want that driving past your house at 10pm 41 nights a year? Think about that! The backstretch workers, our children and area citizens deserve to have peace & quiet. My heart is also breaking for the Elmont residents who live on Huntley and Wellington and Hathaway in such close proximity to the mega-mall - will they ever be able to park in front of their own homes again? Didn't the RFP's purpose state to "Benefit the neighborhoods and communities surrounding Belmont Park?"

We want that area revitalized for Elmont and all the surrounding communities. It's about time! But the infrastructure must support it or this is irresponsible. When I spoke at the last hearing, I asked what you would do if the study shows the area cannot support a project of this size - would you just cancel the whole thing. You said no, but that you would find a solution for any serious issues found. Well the DEIS highlights "significant adverse traffic impacts" and that they will unfortunately be "unavoidable".

You MUST make the LIRR station a full-time station that can go EAST, not just West. Then and only then, build your arena with parking on the south lot and eliminate the mega-mall. Let me repeat, we are FOR development at Belmont, just not OVER-development.

There are better options for these sites and we're happy to help you find them. I read the other day the Nassau coliseum Hub developer had previously been negotiating with Mount Sinai to build a 100,000-square-foot research facility there. Well now that Northwell ended up being chosen perhaps Mount Sinai would like this land. Stop moving forward on a project that doesn't have the proper infrastructure and local community support.

And let me close by saying you've managed to get this far because the residents of Floral Park were giving you the benefit of the doubt and trusting that your Environmental Impact Study would be done in an honest and accurate way. We truly didn't think it would pass but you managed to manipulate the study in your favor as many expert speakers have highlighted over the last couple days. You've lost our trust.

Thank you.

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BELMONT TASK FORCE MEMBER JESSICA ALFONSI
JANUARY 10th SESSION

Dear Editor,

I just wanted to thank the hundreds of Floral Park residents who showed up at the Belmont arena hearings this week to fight for our town. Below are my comments from last night's session...

Hello. I've sat here the last 3 nights and feel the need to sum up the messages of the vast majority of speakers & applauding spectators...

First, no one believes your Environmental Impact Study was done honestly and accurately – many subject matter experts refuted several sections of the study - namely safety, traffic/transportation, community character, infrastructure, water & noise.

You have obviously not familiarized yourself with our communities and the area. How many people have to tell you that a hockey arena parking lot neighboring an elementary school is not the best idea? It is a beer bottle's throw away. And how many need to say traffic is ALREADY atrocious & that people are DYING?

Elmont needs development but not all this – start by giving them a fully functioning LIRR station at Belmont. That will grow their neighborhood and attract local business people to the area. Not just more fast food chains as last night's speaker mentioned...

We are not against the Islanders or the Arena necessarily but Belmont Park must stay park-like, not become just a parking lot – we don't need hotel space, retail space, conference space and office space. Who here will benefit from that? We want green space, community space and OPEN SPACE.

FORGET THE LUXURY MALL. Not one person has come out in support of it – NOT A ONE

PUT ALL arena parking on the South lot where it belongs and stay away from our schools & homes.

And finally, I think it is safe to say you clearly do NOT have the community's support. In today's Newsday article your spokesman is quoted as saying "ESD is committed to a robust community engagement process. Our goal is to ensure local residents' voices are heard." I am up here to tell you we do not feel heard!

Thank you,

Jessica Alfonsi